





REPLACEMENT OF BRIDGE 3-156 SR1 OVER THE INDIAN RIVER INLET DelDOT Project No. 1204

FOR THE DELAWARE DEPARTMENT OF TRANSPORTATION

SUMMARY OF THE PUBLIC INFORMATION WORKSHOP #3 Held from 4:00 p.m. to 7:00 p.m.

Wednesday, May 28, 2003 Rehoboth Convention Center Rehoboth Beach, Delaware

And

Thursday, May 29, 2003 Village at Bear Trap Dunes Ocean View, Delaware

INDEX

SECTION

- 1. Summary
- 2. Advertisement
- 3. Sign-In Sheet 5/28
- 4. Sign-In Sheet 5/29
- 5. Photographs
- 6. Informative Displays and Handout
- 7. Comments 5/28
- **8.** Comments 5/29

1. SUMMARY

REPLACEMENT OF BRIDGE 3-156 SR1 OVER THE INDIAN RIVER INLET

Between Dewey and Bethany Beaches, Delaware DelDOT Project No. 1204

SUMMARY OF THE PUBLIC INFORMATION WORKSHOP #3

Wednesday, May 28, 2003 4:00 p.m. – 7:00 p.m. Rehoboth Convention Center Rehoboth Beach, Delaware

and

Thursday, May 29, 2003 4:00 p.m. – 7:00 p.m. Village at Bear Trap Dunes Ocean View, Delaware

SUMMARY:

Objective:

The objective of the Public Information Workshops is to provide general information regarding the replacement of the Indian River Inlet Bridge to the citizens of Delaware who live and work near the existing bridge site. The Public Information Workshops will provide an open forum where DelDOT and the FIGG Team can interact with the Public to share ideas and present project progress reports.

Public Information Workshop #3:

Four Public Information Workshops have been planned for the preliminary design phase of the project. Public Information Workshop #3 was held on successive days at locations north and south of the inlet. This format was similar to that of the previous workshop. Public Information Workshop #3 was held on Wednesday, May 28, 2003, at the Rehoboth Convention Center and Thursday, May 29, 2003 at the Village at Bear Trap Dunes. Each workshop started at 4:00 p.m. and concluded at 7:00 p.m. The workshop was advertised in local newspapers, the project website on (www.indianriverinletbridge.com), with flyers posted near the existing bridge, and with direct mailings. A copy of the advertisement and flyers is included in Section 2.

Each attendee was asked to sign in upon arrival. A typed list of attendees, including their name, organization, mailing address, and telephone number is included in Section 3 and Section 4.

FIGG Team members and DelDOT representatives staffed the workshop in order to clarify the information presented and to answer questions about particular issues or project parameters. Photographs taken at each workshop are included in Section 5.

Informative Displays:

Banners (approximately 40" wide and 96" tall) were used at the second Design Charette to illustrate preference selection options. These displays were incorporated in this Public Information Workshop to give the public an opportunity to comment on the options presented and selected.

In addition to the Design Charette banners, displays depicting key project issues and parameters were arranged around the perimeter of the exhibit space at each location. The displays measured 40" high and approximately 8' wide. Key to this workshop was the displays that explained the numerous Roadway Access and Signaling options for the project. Reduced copies of the displays and banners are included in Section 6.

PowerPoint presentations, summarizing the results of Design Charette II, were given at 4:15, 5:15, and 6:15 p.m. The summary presentation lasted approximately 30 minutes. After each presentation, workshop participants were given an opportunity to ask project related questions of DelDOT and FIGG representatives. A handout copy of the presentation is included in this report in Section 6.

Take-home Handout and Comment Forms:

A take-home handout entitled, "A Community's Vision," was given to workshop participants. This handout included renderings of the arch option selected at the second Design Charette, reduced copies of the Design Charette I and II Summary Banners, and a listing of Indian River Inlet Bridge facts. A copy of the handout may be found in Section 6.

Comment forms were distributed for the attendees to provide feedback on the information that was presented. After the workshop, the comment forms were collected and the responses recorded. The typed responses may be found in Section 7 and Section 8.

Next Steps:

The fourth Public Information Workshop is tentatively scheduled for August following the third (internal) Design Charette with DelDOT and DNREC sometime in June. A specific date for each of these events has yet to be determined.

2. ADVERTISEMENT

Come Review Latest Indian River Inlet Bridge Designs



Workshops Set For May 28 & 29

Come be a part of the decision-making as we get closer to an exciting new design for the Indian River Inlet Replacement Bridge!

This latest workshop is being presented twice; once on Wednesday, May 28 at the Rehoboth Convention Center in Rehoboth, and again on Thursday, May 29 at the Village at Bear Trap Dunes Clubhouse. PUBLIC WORKSHOPS
4:00 - 1:00 PM
Wednesday, May 28
Rehoboth Convention Center
Thursday, May 29
Village at Bear Trap Dunes
Clubhouse



Workshop participants will review and discuss:

- Results of the May 7 Design Charette including preferences for the replacement bridge's shape, lighting, pedestrian railings and sidewalks, and other features.
- Access to and from the Delaware Seashore State Park from SR 1.

The public is invited to attend the workshops any time between the hours of 4-7pm. A brief power-point presentation will be made at 4:15 and repeated at 5:15 and 6:15pm.

For More Information:

Visit www.indianriverinletbridge.com or write DelDOT's Office of Public Relations at PO Box 778, Dover, DE 19903 or call 1-800-652-5600.

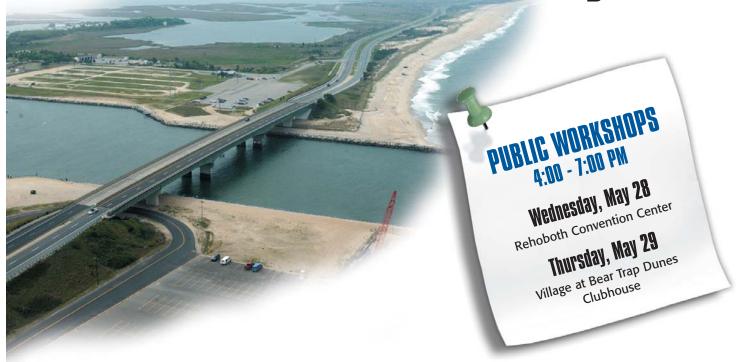
MAY 28 WORKSHOP

Rehoboth Convention Center 229 Rehoboth Avenue, Rehoboth Beach



West from Bethany Beach on Route 26 approximately 2 miles, turn left onto Central Avenue, proceed 1 mile to the Village at Bear Trap Dunes, turn left onto Village Green and proceed to the Clubhouse and parking area.

You are invited to review the latest designs for the Indian River Inlet Bridge!





3. SIGN-IN SHEET 5/28





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Andrew Keegan	Cape Gazette	36 Midway Shopping/Rehoboth, DE 19971	645-7700
Mike Snyder	Citizen	7 Vassar Drive, Rehoboth Beach	644-3886
David Keifer		2742 Hazlettville Rd., Dover 19904	678-2712
Bud Cherley		30 Radcliffe Rd, Rehoboth, DE 19921	644-9170
P. Keifer		2742 Hazlettville Rd., Dover 19904	
Fay Whyte	Citizen	209 Scarborough Ave.	227-0847
Bob Williams	Citizen	2003 Eagles Landing, Rehoboth	227-1443
Bob Payne	South Shore Marina	2675 Old County Rd., Newark, Del	302-537-7910
Lee Stewart	N/A	12 Cavendral Ct., Rehoboth Beach	227-3748





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Marcia Stewart		12 Cavendish Ct., Rehoboth Beach, DE	227-3748
Ray Forester		Box 646, King Charles & Lavre, Rehoboth B.,DE	227-4550
Lisa Eline		38 Bryon Dr., Rehoboth, 19971	644-2902
Kathleen Silvers		31 Bryon Dr., Rehoboth 19971	
Andy Tylecki		233 Rehoboth Ave., Rehoboth Beach	
Matthew Rohrbaugh		305 Hickman St., Rehoboth Beach	
Lina M. Kelly		879 Harbor Rd., Millsboro	945-8696
Kenneth Binchoff			
Graham Purchase		286 Point Farm, Dagsboro, DE 19939	302-732-6563





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Rose Lucas		108 Vista Rd.	302-227-4386
		Dewey Beach, DE 19971	
Peter Lucas	Dewey Beach Road Committee	108 Vista Rd.	302-227-4386
		Dewey Beach, DE 19971	
Mary Fisher		401 E. Lagoon Rd.	732-6782
John Keevan		25 Apache Ave., Millsboro, DE 19966	947-2049
Earle Karmer		45 Pine Cone Drive, Millsboro, DE	302-945-9473
Wayne Sammons		33 Tiffany Drive	302-645-4824
Bob Routhbaugh		305 Hickman St.	302-226-8637
John T. Stewart		114 Soft Shell Cove, Bethany Beach, DE 19930	302-537-2682
James Knox		123 Commanche Circle, Millsboro, DE 19966	302-945-0391





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
D. Reber Whitner		693 Fenwood Ct., Bethany Beach, DE 19930	537-0340
Stephanie A. Manos			
Barry Fitzpatrick		9 Pine Beach, Rehoboth Beach, DE	227-3938
Dorothy & John Somerville		P. O. Box 271, Clarksville, DE 19970	539-3049
Mable Granke		Citizens Coalition	227-6637
Allen Johnson		6231 Millcreek Rd.	875-4532
Shirley Johnson		6231 Millcreek Rd., Laurel, DE 19956	875-4532
Carl F. Honecker		27 Winchelsea Court, Rehoboth Beach, DE 19971	227-0237
Ralph S. Justice		R.D. 1, Box 298, Ocean View, DE 19970	539-9314
Robert Knox			





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Paul Widenor &	Self	69 Driftwood Drive, PotNets Coveside,	302-947-0681
Dot Widenor		Long Neck, DE 19966	
Hope & Joe Lavachia	Self	11 Stafford Rd., Rehoboth Beach, DE 19971	227-4440
Dryer	Wear Art	110 Reno Ave., Rehoboth Beach 19971	302-226-0919
Paul Gerner	Self	6 Sheffield Rd., Rehoboth Beach, DE 19971	227-6061
Nancy Purchase	Self	286 Point Farm Rd., Dagsboro, DE 19939	
Len Chiofolo	Self	Box 873, Rehoboth	227-8095
Thorpe & Joanne Ellis	Individuals	52 Denton Woods, Millville, DE 19970	302-537-4913
Ed Grandit	Self	102 Whisper Wood Ln, Rehoboth Beach DE 19971	Esg20009@aol.com
Mary Tylecki Dickson	Self	2 Cardiff Rd., Rehoboth Beach	227-3855





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Bill & Melonie Ettinger		87 Woods Dr., Lewes, DE 19958	302-947-9297
Margot Kia		1314 Clark Drive, Georgetown, DE 19947	302-856-9458
Bill & Peggy Tappan		25 Buckingham Dr., Rehoboth	302-227-7840
Peter & Rosalie Popper		59 Westside Drive, Rehoboth Beach, DE 19971	302-227-7535
Bill Haughey		68 Creek Drive, Millsboro, DE 19966	(Long Neck) 302-945-2972
Bernice & Bill Napier		323 Francis St., Drexel Hill, PA 19026	610-623-5228
Frank Hefner		1 Morgans Turn, Ocean View, DE 19970	302-537-5379
Jose Sondlo	Hoyer Delaware Bilingual Newspaper	P. O. Box 593, DE 19947	302-947-9199
Wayne Kline	DNREC/Parks	850 Inlet, Rehoboth, DE	302-227-2800





Sign-In Sheet

Wednesday, May 28, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
James Wagner	DNREC/Parks	850 Inlet, Rehoboth, DE 19971	302-227-2800
Brian McKinery	DNREC/Parks	1068 Howell School Rd., Bear, DE 19701	302-368-6989
Rich Collins	Positive Growth Alliance		

4. SIGN-IN SHEET 5/29





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Sonya LeGrand	DelDOT	118B Highland Blvd., New Castle, DE 19720	302-326-3646
Naa-Atswei Tetteh	DelDOT	255 Webb Lane, Apt. #A12, Dover, DE 19904	302-678-9197
Dick Becker	Chemist – Retired	308 Steamboat Lane, Bethany Forest	302-541-9432
Tony Matasta	Retired	27 N. Primrose Ln., Ocean View, DE 19970	302-537-6905
Jack & Bev Shubert	Retired	7 Judith's Run, Ocean View, DE 19970	302-541-5470
Kevin Mayern	DelDOT/EPA	1650 Arch St., Philadelphia, PA 19107	213-814-5724
Carolyn Marcello		8 S. 9 th St., S. Bethany, DE 19930	539-8775
Hap Emmell	Cedar Landing H.O.A.	3 Creekside Circle, Ocean View, DE 19970	539-9490
Carol & Bill Kardash	Kardash Engineering Services	49 Bethany Marina, Ocean View, DE 19970	537-4987
Hap Emmell	Cedar Landing	3 Creekside Cl., Ocean View, DE 19970	539-9490
Charles Riddle		712 Susan St., Millville, DE 19970	539-8930
Sally Tuttle	Point Farm H.A.	282 Point Farm, Dagsboro, DE	732-3066
Richard Sprague		56010 Pine Shore Rd, Bethany Beach, DE 19930	537-4230
Mike Matera			





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Cheryl Wisbrock	Bethany B. Watercolor Society	P.O. Box 443, Bethany Beach, DE 19930	537-9339
Monte Wisbrock	Bethany	P.O. Box 443, Bethany Beach, DE 19930	
Bob & Bobbie Hanneman	Bethany	38327 Amaganst Ln., 19930	
Jean Mancari	Ocean View	610 Island Dr., Ocean View, DE 19970	
Don Trone	Retired	Box 1591, Bethany Beach	464-6857
Capt. Larry Weldin	IRBA	603 David St., Ocean View	537-9215
Robert & Elendre Delli Paoli	Personal	1 Pine Valley Ct., Holmdel, NJ 07733	539-3043
Mark Marderwald	USLA	9 James A. St., Dewey, DE 19971-2014	302-227-7066
Bill Ziegler	Personal	849 Glen Ct, Bethany Beach, DE 19930	537-0964
Don Kays	Personal	4 Old Mill, Ocean View, DE	
George Jones	Personal	90 October Glory Ave, Ocean View	537-0524
Jim & Wanda Beachboard	Personal	320 Walkabout, Bethany Beach	
Gail Partridge		19 Foxfire Dr., Frankford, DE 19945	539-3175





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
R. Schemm		RR 2, Box 122E, Dagsboro, DE 19939	539-9587
J. Simpson		P.O. Box 427, Bethany Beach, DE 19930	539-1784
Robert & Evelyn Ladzinski		304 Steamboat Lane, Dagsboro, DE 19939	537-7748
Joseph Parlett	Part-time resident – Middlesex Beach	95 Meadow Glen Dr., Dover, DE 19901	537-7752 or 697-2725
T. Emery Hudson		P.O. Box 224, Bethany Beach	539-1875
Alfred/Mildred Wiltbank		28 S. Shore Dr, S. Shore Marina, Bethany Bch, DE	539-1986
Conrad & Gert Claxcomb	Resident	P.O. Box 1396, Ocean View, DE.	539-7293
Carolyn Marcello		8 S. 9 th St., South Bethany, DE 19930	539-8775
Rita G. Emmell	Resident		539-9490
Jean Leonard		P.O. Box 1108, Ocean View	537-9427
Gary Jayne		1 So. 7 th St., S. Bethany	537-7340
Paul Scott		#25 Winchelsea Court, Rehoboth Beach 19971	302-226-9880
R. C. Meyer		8 Wilgus Ct., Bethany Beach, DE 19930	539-3448
Diane Boteler/Mike Boteler		105 Whitesview, Ocean View	537-9188





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Carole & Rich Bennar		RD#1, Box 237, Ocean View, DE	537-5764
William G. Watson		325 Quail Lane, Dagsboro, DE 19939	539-5021
Evelyn Watson		325 Quail Lane, Dagsboro, DE 19939	539-5021
Robert Criswell		Rt 2, Box 143-1, Frankford, DE	539-0264
Martha Withy	DelMarva Paddlers /Sussex Cyclists	Box 1510, Bethany Beach, DE 19930	302-537-8401
Al & Mary Arrighi	Bethany Forest	502 Fireside Ct., Dagsboro, DE 19939	541-8132
Pamela McComas	Bethany-Fenwick Area Chamber of Commerce	PO Box 1450, Bethany Beach, DE 19930	539-2100
Thomas Mitchell		100 N. Dogwood Rd, Dagsboro, DE 19939	732-3588
Jake & Nancy Barrett		PO Box 1066, Bethany Beach, DE 19930	302-537-2206
Jack Gladden		19569 Doe Dr.	302-684-2810
Brian Rooney	Self	6 Old Mill	541-0625
Pat Ford		13 Taylor Drive, Ocean View, DE 19970	539-4327
Susan Thompson		1009 Stonybrook Drive, Norristown, PA 19403	610-539-6188





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Bernice & Bill Napier		323 Francis St., Drexel Hill, PA 19026	610-623-5228
Larry Agsten		P.O. Box 1395, Ocean View, DE 19970	302-537-1912
Ron & Suzanne Sams		Rt. 4 Box 136, Millsboro, DE 19966	302-945-2586
Sally A. Walsh		P. O. Box 1358, Ocean View, DE 19970	302-539-3818
Gerald Hocker		P. O. Box 930, Ocean View, DE 19970	302-539-4140
Margaret Peck	Cape Henlopen SD Supervisor, Transportation	Kings Highway, Lewes, DE 19958	644-7900
Marc Grimes		72 Willow Oak Avenue, Ocean View, DE 19970	541-0440
Lisa C. Kinceley			
Jim & Pat Kennedy		425 Canal Way E, Bethany Beach, DE	541-9382
Vincent Bertone		45 West, Ocean View, DE 19970	302-539-2632
Maureen Thomas	Sussex Cyclist	4 Amanda's Way, Ocean View, DE 19970	302-539-8445
Margo Deslongchamps	Bethany West	P.O. Box 708, Bethany 19930	302-539-8979
Robert Deslongchamps	Bethany West	P.O. Box 708, Bethany 19930	302-539-8979
Leroy Horn		16 Old Mill, Ocean View, DE 19970-2911	537-7098





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Ed & Joanne Howe		105 S. Newport Way 19931	539-2960
Don & Maryanne Coviello		56075 Cypress Lake Circle, Bethany Beach, DE 19930	
Tom Norton	RA Builders	118 Bluewater Run E, Selbyville, DE 19975	436-0317
Rudy Buerger		P. O. Box 580, Ocean View, DE 19945	537-6828
Dave Moore		RD 5, Box 150 D2, Frankford, DE 19945	302-537-6479
King & Carole Harrison		P.O. Box 993, Ocean View, DE 19970	539-1054
Norman Elizabeth Rickert		433 Canal Way W 19930	
Cynthia Funbar		RR 1, Box 273, Ocean View, DE	541-9372
Frank Savage		Rt 3, Box 28 Dagsboro, DE	732-3940
John & Kathy Graham		224 Venta Dr., Ocean View, DE	
Allen Clark		RR 3 #199 Millville, DE	537-5947
Joseph DeMul		100 Layton Drive, So. Bethany	537-5297
Jeff Helke		510 W. Riga Dr, Ocean View, DE 19970	539-6480
Edward & Diann Nazarian	Self	P.O. Box 763, Bethany Beach, DE 19930	302-539-3339
Lee Boyle	Self	101 Naomi Dr., Millville, DE 19970	302-539-4710





Sign-In Sheet

Thursday, May 29, 2003

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NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Jack & Bev Shubert		7 Judith's Run, Ocean View, DE 19970	302-541-5470
Fred Schettig		P.O. Box 837, Ocean View, DE	302-537-9486
Joe Vogel	Self	432 Tamarack Dr., Bethany, DE 19930	
Rick Leach	Ret.	737 Sawmill Dr., Dagsboro, DE 19939	
Adam Kelly	Self	16 Lighthouse Dr., Long Neck, DE 19966	302-945-5325
Don & Mary Ann Frone	Self	P. O. Box 159, Bethany Beach	537-9184
Jim Reardon	Self	403 River Drive, Millville	539-1525
Rose Walker	Re/Max by the Sea	108 Brandywine Dr., Bethany Beach, DE 19930	302-539-2508
Richie Barron	Resident	295 Rehoboth Bay, Rehoboth Beach, DE 19971	302-226-9026
Don Beck	City of South Bethany	Mayor	
Ray & Barbara Middleton		1760 Sheffield Drive, Blue Bell, PA 19422	610-272-2651
Ed & Donna Robins		317 Park Circle, Millville, DE 19970	539-5633
D. Ingraham		11005 Troy Rd., Rockville, MD 20852	301-468-0694
Richard Webster	Retired	1321 Naomi Drive, Millville, DE 19970	302-539-9078
Alfred Meindl	Retired	146 S. Newport Way, Dagsboro, DE 19939	302-541-0105
Altrea Meinal	Ketired	146 S. Newport Way, Dagsboro, DE 19939	302-541-0105





Sign-In Sheet

Thursday, May 29, 2003

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Jim Maiale	Retired	315 Fairway Lane, Dagsboro, DE 19939	537-4255
Jim Trent	Retired	718 Foxtail, Bethany Beach, DE	537-0337
R. G. Emmell	Cedar Landing Assoc.	3 Creekside Circle, Ocean View, DE 19970	539-9490
Brad & Linda Early	Retired	80 Yacht Basin Rd., Ocean View, DE 19970	541-0638
Milton & Nancy Wishard	Inspector General	110 Chesapeake St., Rehoboth Beach, DE 19971	227-9149
Lynn Massey		Rt. 1, Frankford, DE	
John Keller		303 Starboard Ct., Dagsboro, DE 19939	302-537-9567
William Kozlowski, Jr.		36 Barnard St., Newark, DE 19711	302-368-7286
William M. Kozlowski		616 South Bancroft Parkway, Wilmington, DE 19805	302-368-7286
James Sheehan		274 Oyster Shell Cove, Bethany Beach, DE 19930	302-537-9347
Chris Bates	Electrical Contractor	211 Daisey Rd., Frankford, DE 19945	539-3242
Joe Noble	Electrical Contractor	RR 5 Box 150-337, Frankford, DE 19945	539-5591

5. PHOTOGRAPHS

REPLACEMENT OF BRIDGE 3-156 SR1 OVER THE INDIAN RIVER INLET

Photographs from Public Information Workshop #3 May 28, 2003

















REPLACEMENT OF BRIDGE 3-156 SR1 OVER THE INDIAN RIVER INLET

Photographs from Public Information Workshop #3 May 29, 2003

















6. DISPLAYS & HANDOUTS

WELCOME



Welcome

On behalf of the Delaware Department of Transportation (DelDOT), we welcome you to this Public Workshop for the replacement of the Indian River Inlet Bridge.

This replacement is being undertaken now because severe scour/erosion exists in the inlet adjacent to the area of the bridge pier foundations..

We encourage your participation and welcome your comments. Thank you for sharing your valuable time and insights.

Nathan Hayward III Secretary Delaware Department of Transportation

Purpose of Meeting

We are here to listen and gain your input.
Let us know what you think.

The displays present introductory information about the proposed project. We would like to increase our knowledge. Please ask questions of the Project Team members and provide us with your comments.

Questions to think about:

Do you have suggestions concerning the replacement of the Indian River Inlet Bridge that are not presented tonight?

Are there items that you believe merit examination?

A Cooperative Effort

The Indian River Inlet Bridge replacement is a cooperative effort:









Project Description Indian River Inlet

Purpose and Need

- The existing bridge pier foundations are exposed to severe erosive currents.
- The existing Indian River Inlet Channel has eroded over the years (1939 to 1999) from 10 ft. deep to over 52 ft. (average).
- The existing bridge pier foundations were stabilized in 1989 by placing:
- 13,114 tons of filter bed stone
- 11,925 tons of pier armor stone
- 3,675 tons of channel armor stone

 $(total\ cost = \$2.7M)$

- The Bridge pier foundation underwater inspection surveys completed between 1996 and 2001 show that the rock has moved slightly but is functioning.
- While the Bridge pier foundations are safe and continue to be monitored, the Department has determined that now is the time to replace the bridge.
- The State will avoid the same erosion problems experienced in the past by providing a new bridge that will span the entire Indian River Inlet.

Existing Conditions

Pier foundations subject to continuing erosion

• 35 ft. vertical navigation clearance

• Four traffic lanes with minimal shoulders

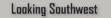
• 4.7% approach grades

 No provision for bikes on the bridge other than shared use of the travel lane

• No protected sidewalk for pedestrians



Looking North







Project Schedule

Public Involvement and Participation (Continuous throughout project)

Environmental Investigations and Assessments (February 2003 – September 2003)

Project Development and Preliminary Design (February 2003 – September 2003)

Environmental Documents and Permit Approvals (June 2003 – May 2004)

Final Design / Construction Documents (September 2003 – May 2004)

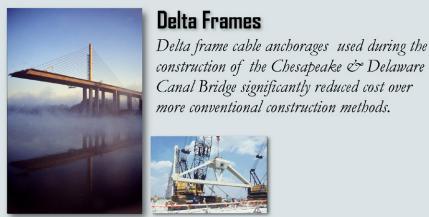
Contract Bid Phase and Award (May 2004 – September 2004)

Construction Activities (September 2004 – September 2006)

Bridge Types Indian River Inlet DelDOT DelDOT



Bridge Technology



Chesapeake & Delaware Canal Bridge St. Georges, Delaware

Cradle System

Delta Frames

Creation of the cable cradle system on the Maumee River Bridge reduced the overall pylon cross-section thus accommodating the glass feature elements.

construction of the Chesapeake & Delaware

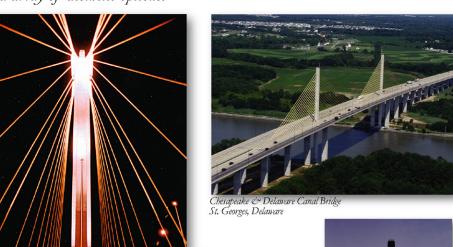
Canal Bridge significantly reduced cost over

more conventional construction methods.



Cable-Stayed Bridges

Cable-stayed bridge technology offers an opportunity to create cost effective long span bridges while providing a broad array of aesthetic options.











Bridges in Environmentally Sensitive Areas



Grandfather Mountain, North Carolina



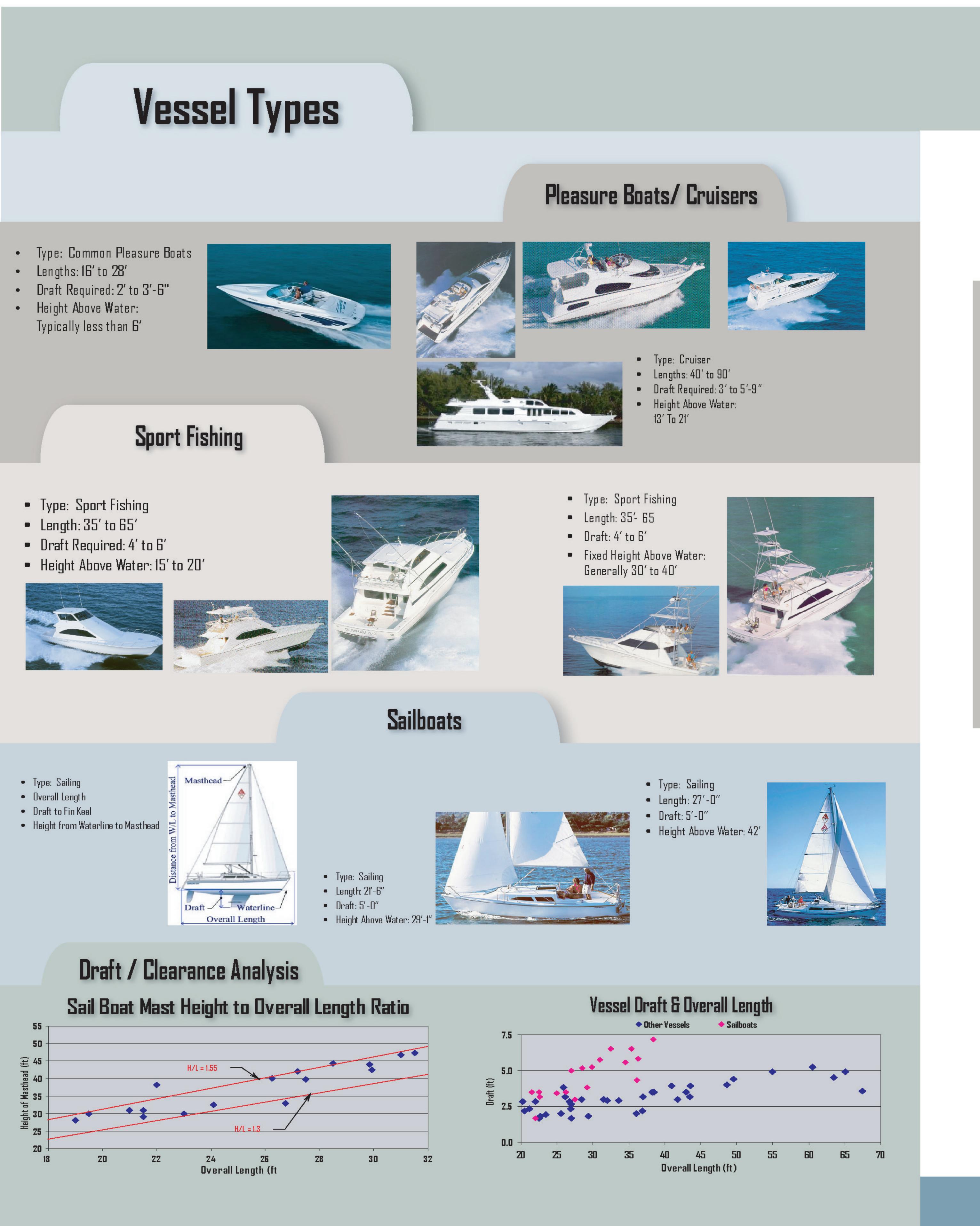
Utilizing top-down construction, these bridges have been constructed in extremely sensitive environmental areas with minimal impact.

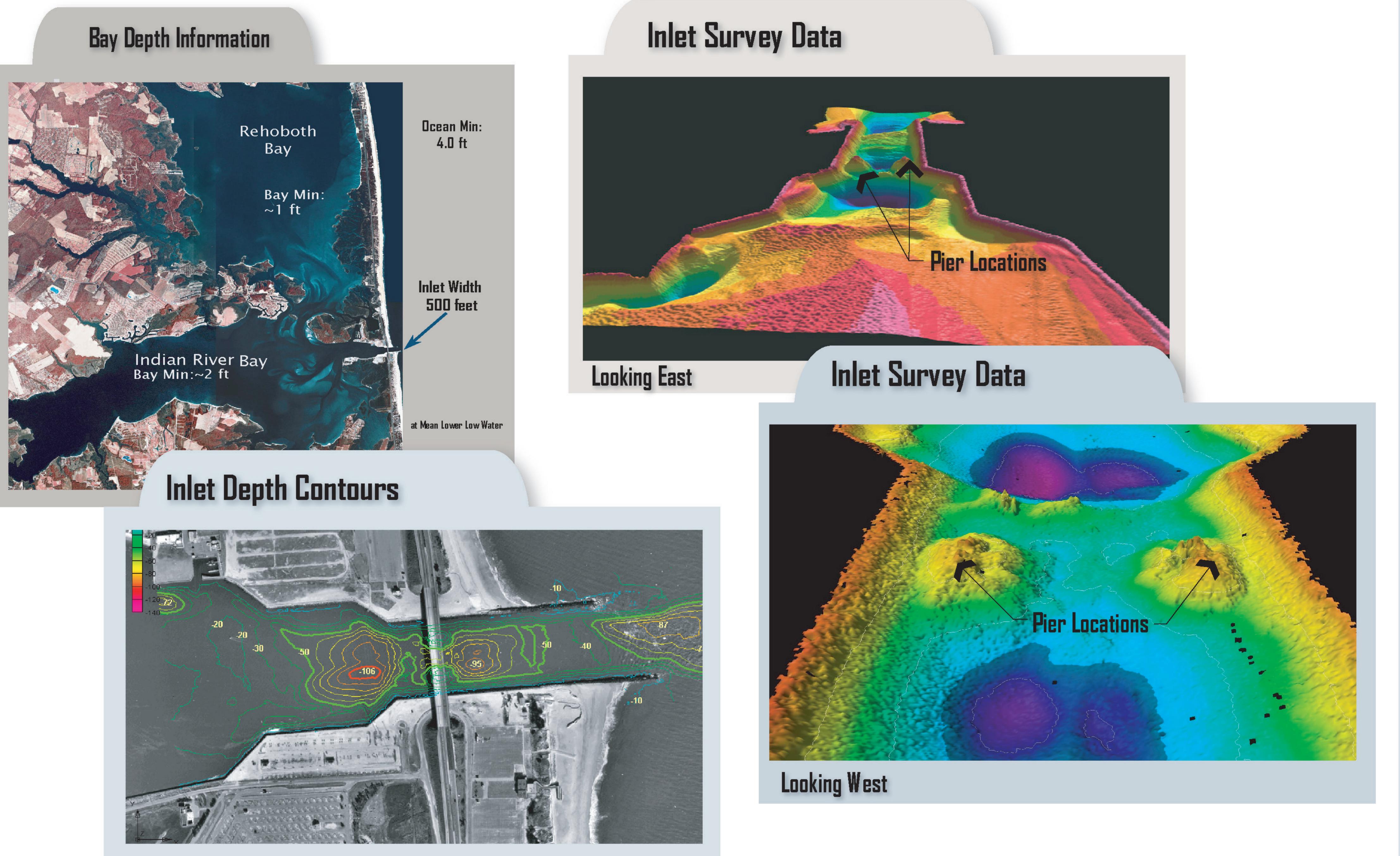




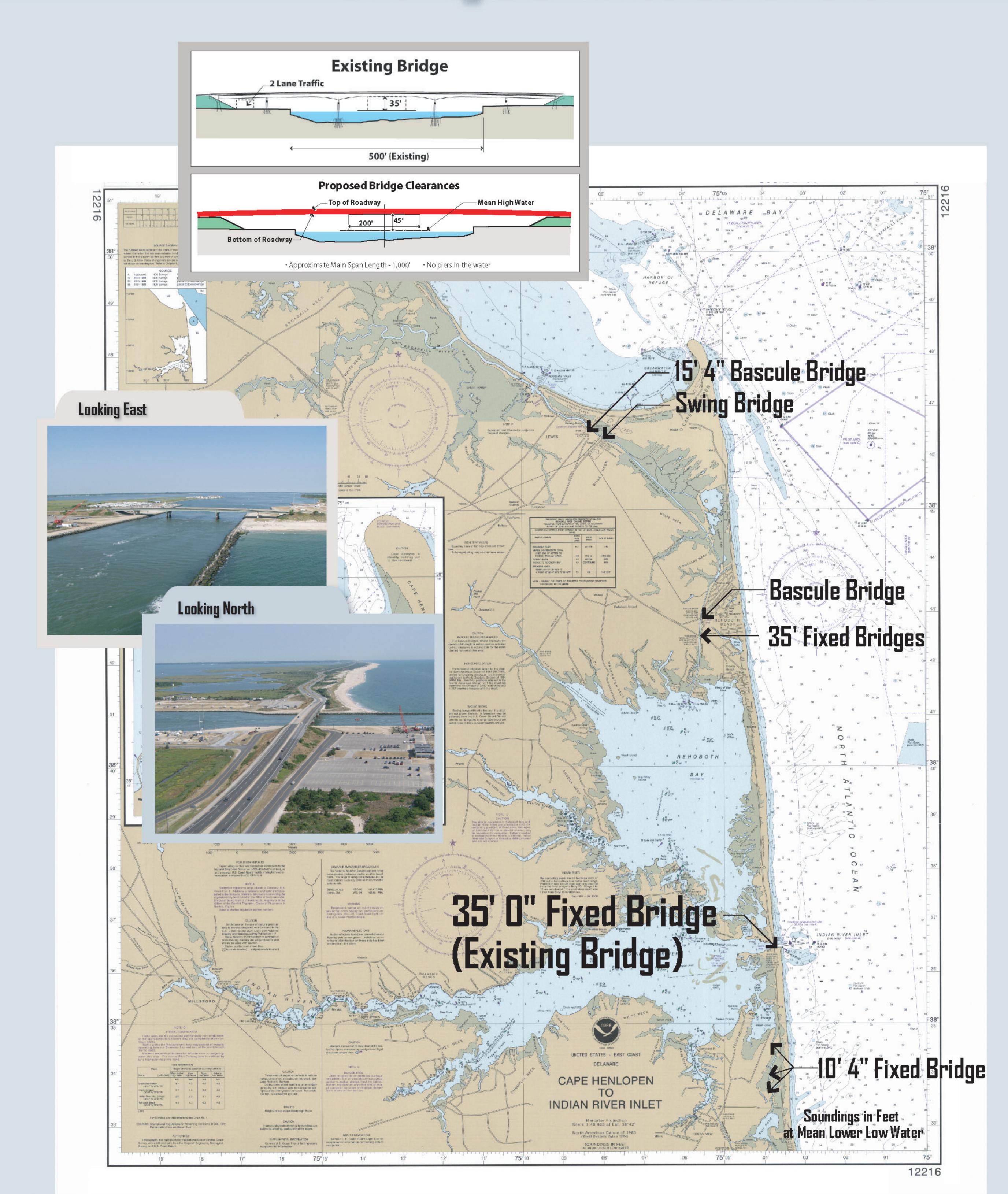
Bridge Clearance Indian River Inlet & DelDOT In Inlet

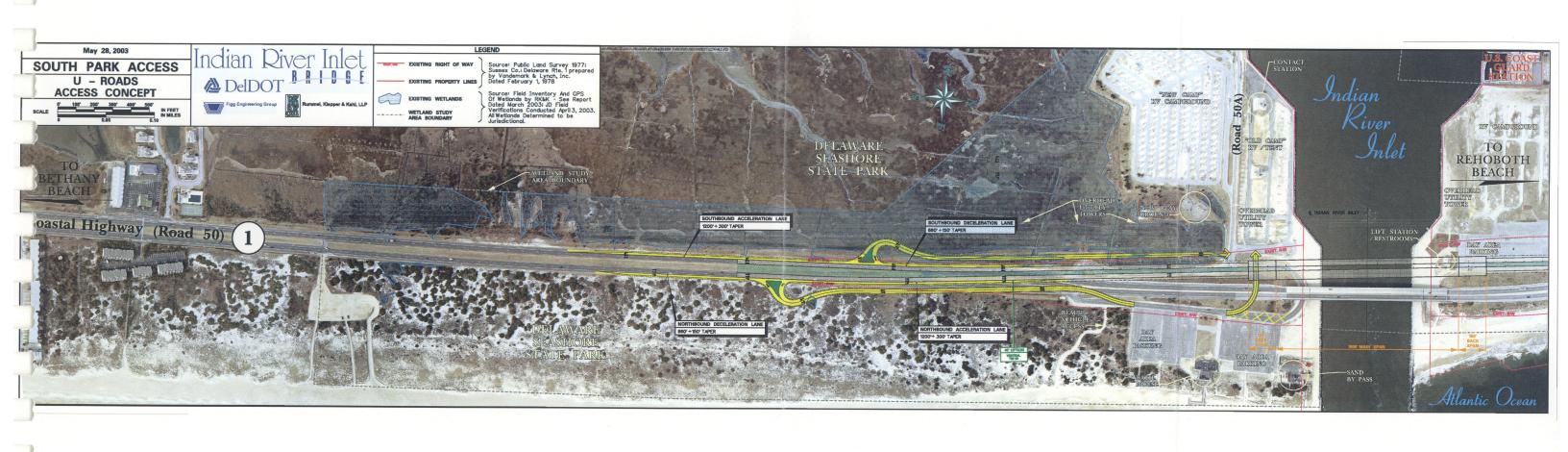


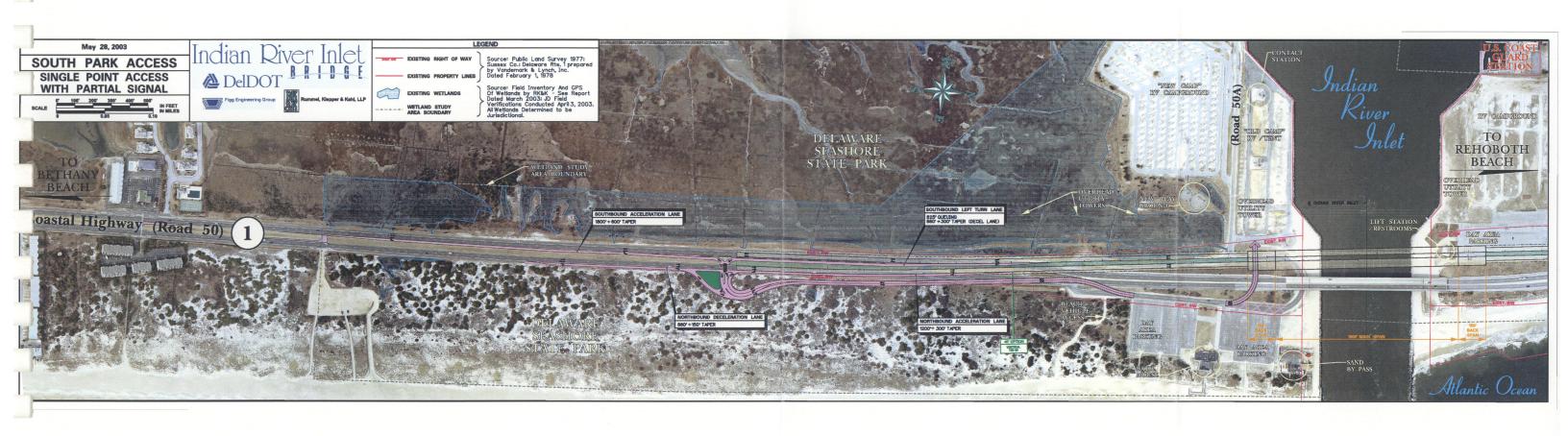




Existing Clearance Conditions













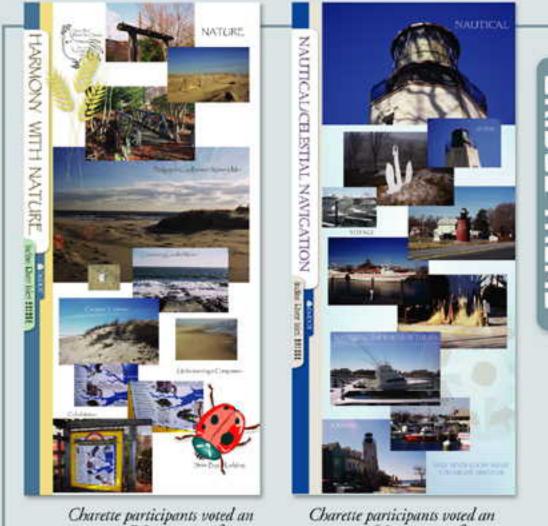
Charette One Choices

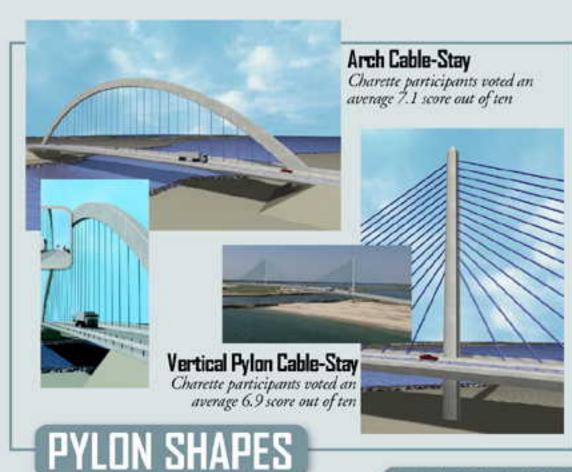


BRIDGE ELEMENTS selected by your community in Design Charette #1

(These items will be studied by the Bridge Design Team to present further ideas for selection at Design Charette #2)

Scoring is based on the average ranking on a scale of one to ten (ten being the highest score)

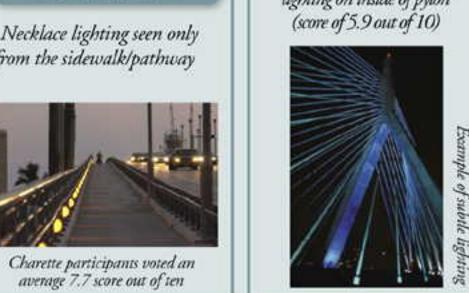




LIGHTING

LIGHTING

were for no structure lighting (score of 6.0 out of 10) and lighting on inside of pylon



average 7.3 score out of ten average 6.9 score out of ten **PATHWAY**

RAILING

INTEGRATING THEME

elements shown on

railing (score of 7.5) were selected over feature elements in railing (score of 6.1).

Theme reflected in Pedestrian/ Sidewalk Railing pedestrian/sidewalk

Charette participants voted an average 7.7 score out of ten Partially Open Barrier Rail

Charette participants voted an average 7.7 score out of ten

Charette Participants

The Delaware Department of Transportation recognizes the following Delaware Citizens for their notable contributions to the creation of the Indian River Inlet Bridge aesthetic signature.

Larry Agsten Peg Baunchalk Donald Beck Lee Boyle Eric Buehl Clinton Bunting George Bunting Jr. Sallie Callanen Steve Callanen Michael Chajes Chris Clark Rich Collins Joyce Condry Beverly Dalecki Fran Dalecki William Davis Joseph DeMul Butch Evans Capt. Jack Evans

Ken Evans Carol Everbart Bill Ettinger Mel Ettinger Ken Farrall Tom Ford Lauren Fuqua Mable Granke Ronald Hagan Ross Harris Gregory Hastings Jim Hazel John Hiott Lloyd Hughes Jim Ippolito Finley Jones Donald Klein Bill Lee Wei Liu Darin Lockwood

Dale Lomas Steve Masten Mike Matera John Mateyko Pamela McComas Karen McGrath Thomas McGrath Joseph McHugh Dennis Mertz Diann Nazarian Greg Nolt James T. Norwood Tran Norwood Karen O'Neill Brian Page Robert Parsons Amy Pitcher Shirley Price Til Purnell Dayna Quillen

Ellen Rice Charles Salkin Patti Shreeve Dennis Steen Jack Stewart Robert Stickels Peter Schwartzkopf Ed Timmons Ann Marie Townshend Robert Tribbitt Sally Tuttle Michael Tyler Joe Vogel Larry Weldin Cheryl Wisbrock Bob Wotring Patricia Wright Janet Wurtzel

Charette Two Choices

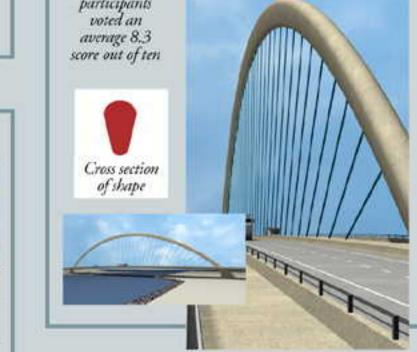
BRIDGE ELEMENTS selected by your community in Design Charette #2

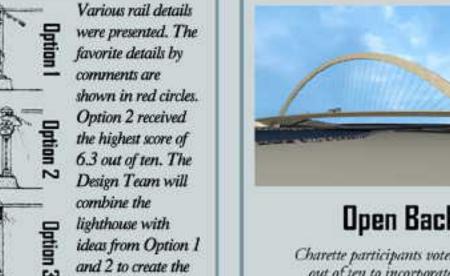
(These items will be studied by the Bridge Design Team)

Scoring is based on the average ranking on a scale of one to ten (ten being the highest score)

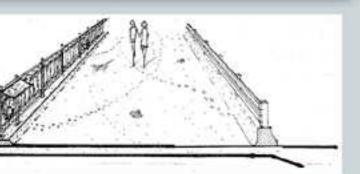








PEDESTRIAN PATHWAY



Charette participants voted an average 8.9 score out of ten to incorporate an experience on the pedestrian pathway similar to the things that would be found when walking on the beach.



Charette participants voted an average 6.9 score out of ten.

STAY COLOR



Silver Grey 5.8

The stay color was a tie vote. The community wanted FIGG Design Team to decide.



Very subtle blue lighting on stays participants voted an average 8.2 out of ten

Next Steps Indian River Inlet DelDOT DelDOT



The Next Steps Will be ...

Gather Data and Input (Ongoing)

February

February

Listening Tour (Ongoing)

April 9

Design Charette # 1 (aesthetic criteria, bridge shapes and specific concerns)

Public Workshop #2

April 23 & 24

(Charette #1 results and review Project Options)

Design Charette #2

Public Workshop #3

May 7 (Inclusion of design features of selected theme

from Charette #1)

May

(Community feedback on Design Charette #2 and implementation of recommendations

from Public Workshop #2)

Public Workshop #4

July

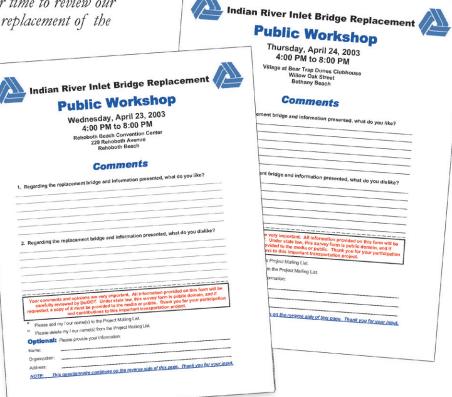
(Results of Public Workshop #3, Implementation of design features from Design Charette #2)

Comment Form

We thank you for taking your time to review our introductory materials on the replacement of the Indian River Inlet Bridge.

Your insights and suggestions are greatly appreciated. We will carefully consider your comments.

Before you leave, please be sure to complete a Comment Form.



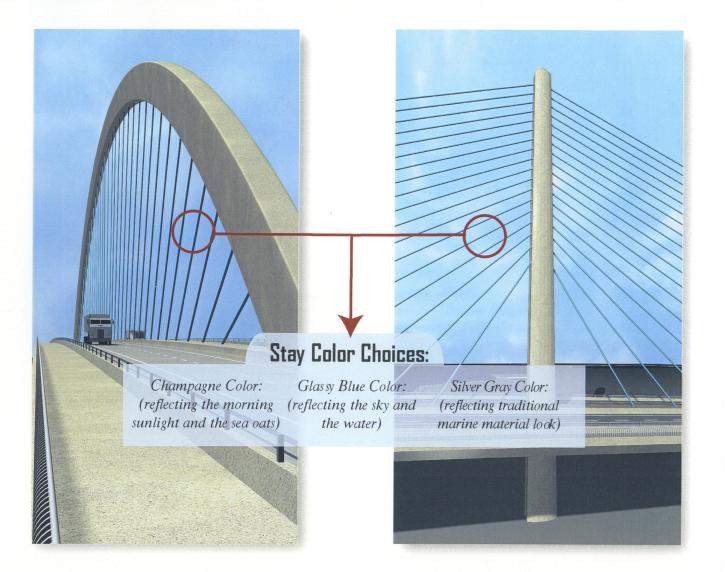
Completed Comment Form

You Can Make a Difference!

Place your completed comment forms here



Cable Stay Color



Bridge Color

The color and texture of the bridge concrete will be in harmony with the natural setting. At Design Charette I the community chose a theme of "Harmony with Nature" and said the bridge should blend into its beautiful site.

To accomplish this samples of the sand were collected from the site.
The bridge color will be carefully selected to match the color of the existing sand.

The new bridge's sandy color and texture will create a structure that looks like it was "born of the earth." It will be as if the sand itself has sculpted a crossing to connect the two ends of the beach across the inlet in this beautiful park.



Arch Option



Vertical Pylon Option

Conceptual Site Plan



Site Planning and Landscape Design Objectives

- Minimize wetland/park impacts
- Provide improved access to all park areas
- Maintain adequate day-use parking and RV camping areas
- Strategically locate contact stations to better serve park users
- Maintain access to private residential area and enhance RV camping areas in the southwest quadrant
- Minimize pedestrian, bicycle, and vehicular circulation conflicts
- Connect park users to the waterfront edge by creating an inlet promenade
- Visually define park use areas through landscape design
- Maximize the use of native plant material



Park Elements, Access, and Circulation

- Park Access
- Contact Stations
- Marina
- Beach Use Area RV Camping
- Bathouses
- Inlet Promenade
- Recreation and Playground Areas

FIGG TEAM

FIGG/RK8K/KRAMER/LDR/MACTEC/MINTZ.

Conceptual Sketches



Marina Access and RV Exit Road with Landscaped Media



w Bathhouse, RV Camping Area and Inlet Promenade Landscape



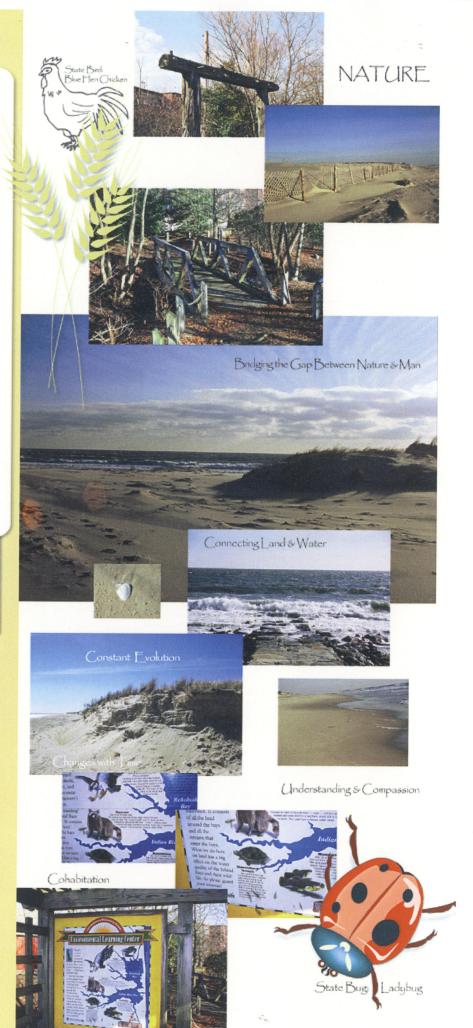
RV Camping Area and Playgrounds located in the Southwest Quadra

SITE MAP

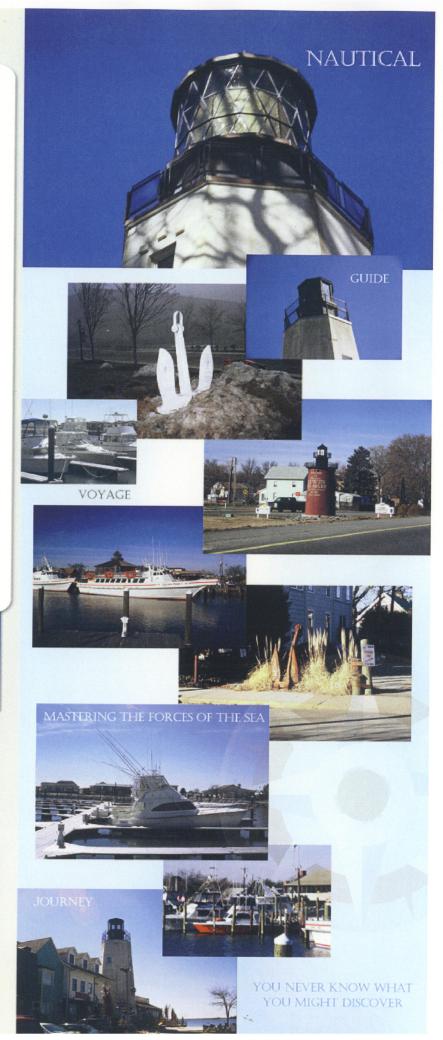
△ DelDO

Indian Diver Inlet !!!!!!





NAUTICAL/CELESTIAL NAVIGATION



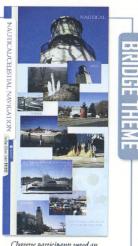
Indian River Inlet !!!!!!!

Indian Diver Inlet !!!!!

BRIDGE ELEMENTS selected by your community in Design Charette #1 (These items will be studied by the Bridge Design Team to present further ideas for selection at Design Charette #2)







Scoring is based on the average ranking on a scale of one to ten (ten being the highest score)

Charette participants voted an average 6.9 score out of ten

Very subtle lighting to be considered further. Preferences

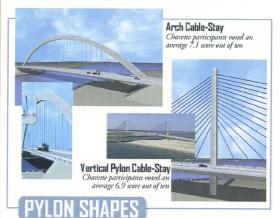
were for no structure lighting (score of 6.0 out of 10) and lighting on inside of pylon (score of 5.9 out of 10)



Necklace lighting seen only from the sidewalk/pathway



Charette participants voted an average 7.7 score out of ten



Theme reflected in the Pylon

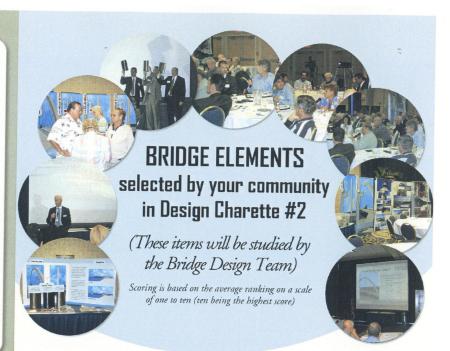
Preferences were for the pylon shape to reflect the theme (score of 6.1) over having feature elements shown on the pylon (score of 4.4).

Theme reflected in Pedestrian/ Sidewalk Railing

Simple shapes in the pedestrian/sidewalk railing (score of 7.5) were selected over feature elements in



Partially Open Barrier Rail

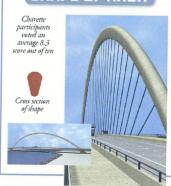








Community selected Arch shape with Radial Stays. Charette participants voted an average 6.9 score out of ten.



Charette participants voted an average 9.7 score out of ten to incorporate an open back span Open Back Span



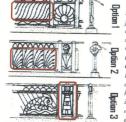
Very subtle blue lighting on stays participants voted an average 8.2 out of ten

STAY COLOR



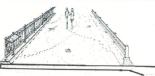


The stay color was a tie vote. The mmunity wanted FIGG Design Team to decide.



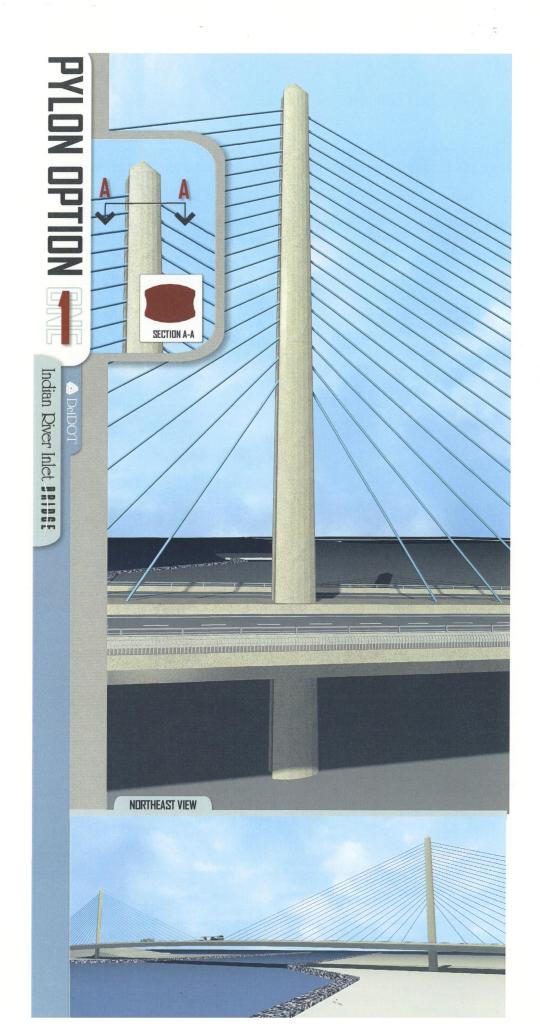
were presented. The favorite details by shown in red circles Option 2 received the highest score of 6.3 out of ten. The Design Team will combine the lighthouse with ideas from Option 1 and 2 to create the

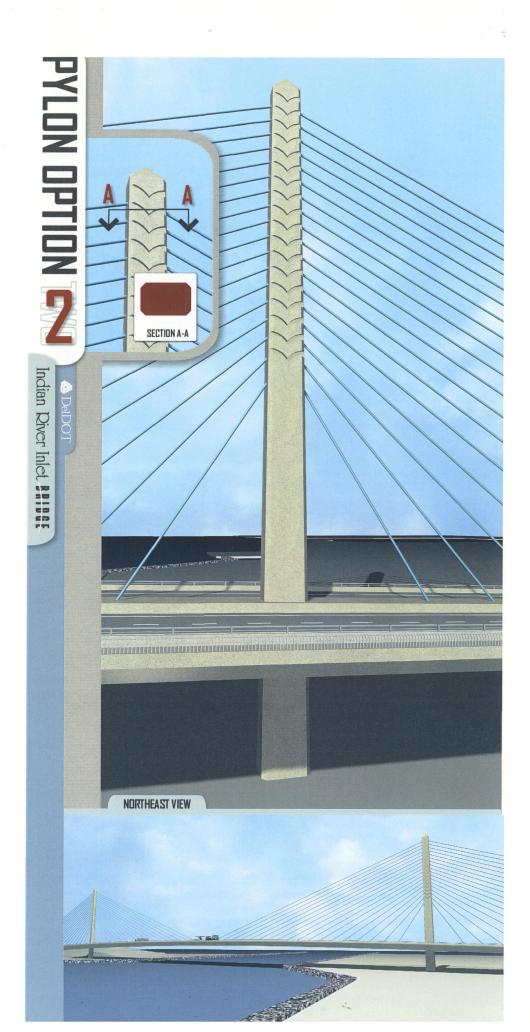
PEDESTRIAN PATHWA

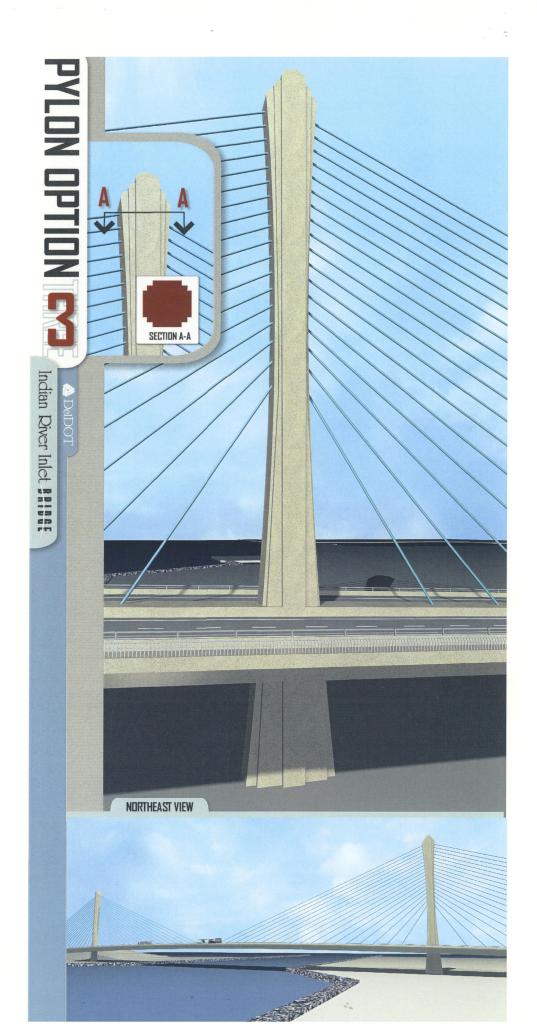


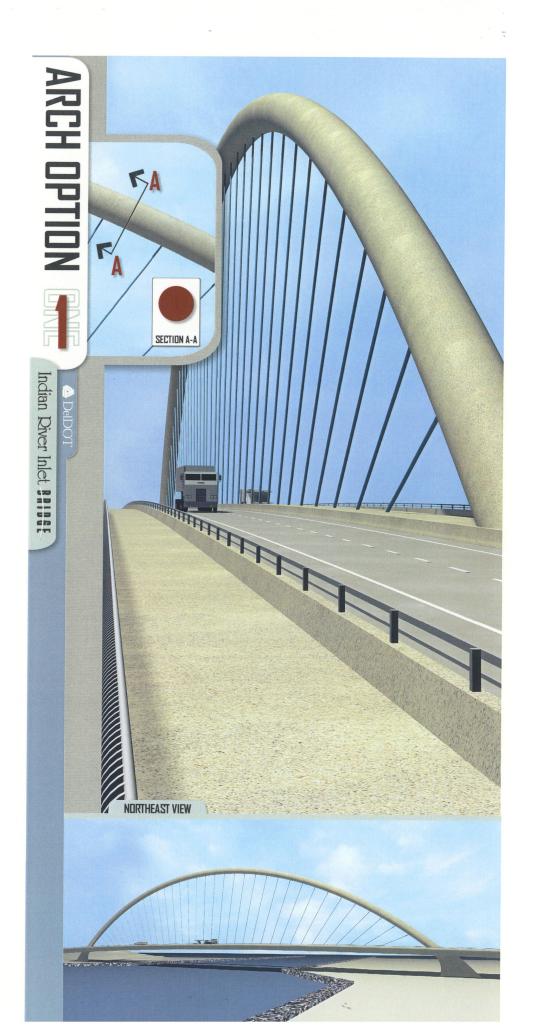
Charette participants voted an average 8.9 score out of ten to incorporate an experience on the pedestrian pathway similar to the things that would be found when walking on the beach.

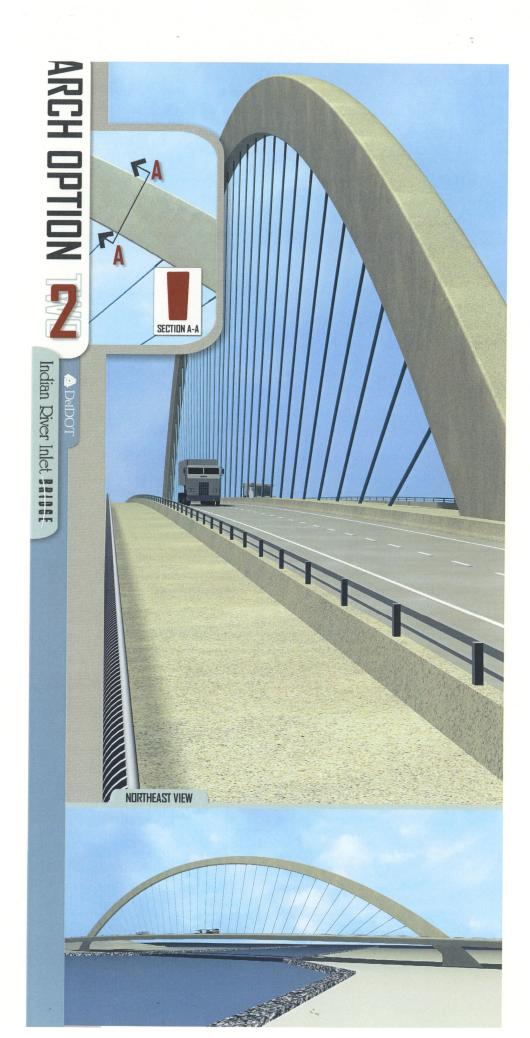
ARCH RADIAL GLOBAL BRIDGE & STAY CONFIGURAT **ARCH PARALLEL** SINGLE PYLON FAN SINGLE PYLON SEMI-FAN Indian River Inlet PHILE SINGLE PYLON HARP

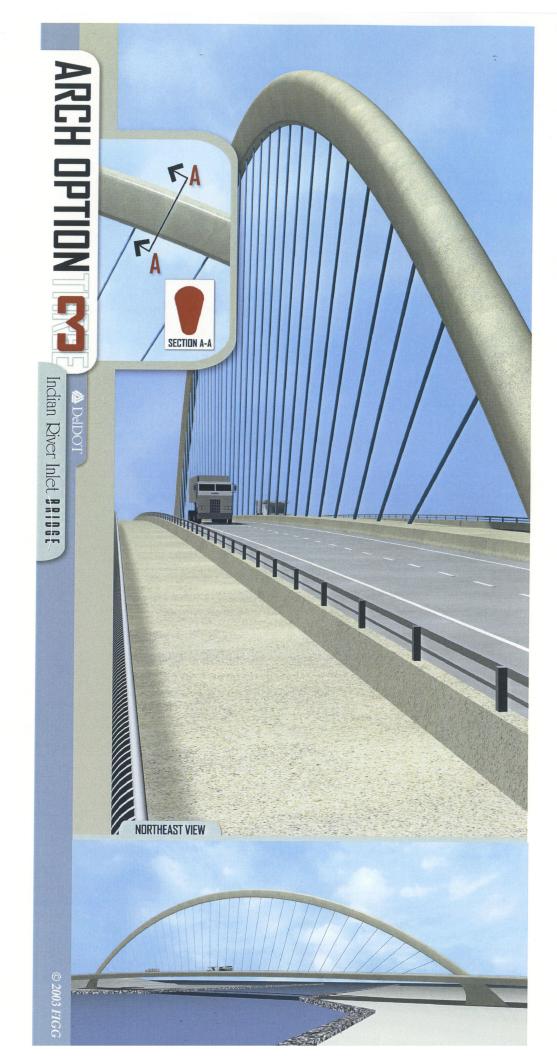


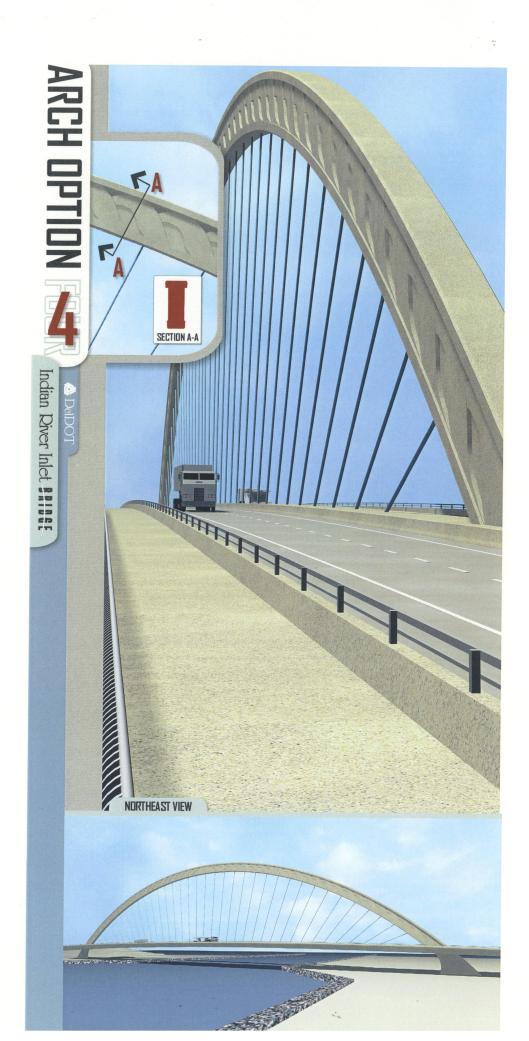








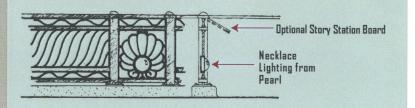




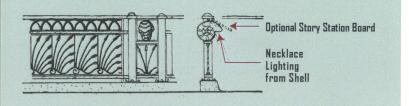
PEDESTRIAN RAILINGS

Indian River Inlet !!!!!!

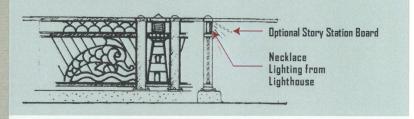
OPTION ONE



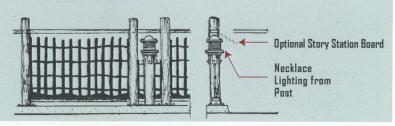
OPTION TWO



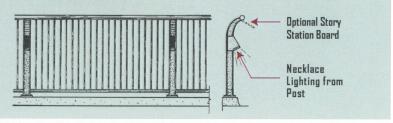
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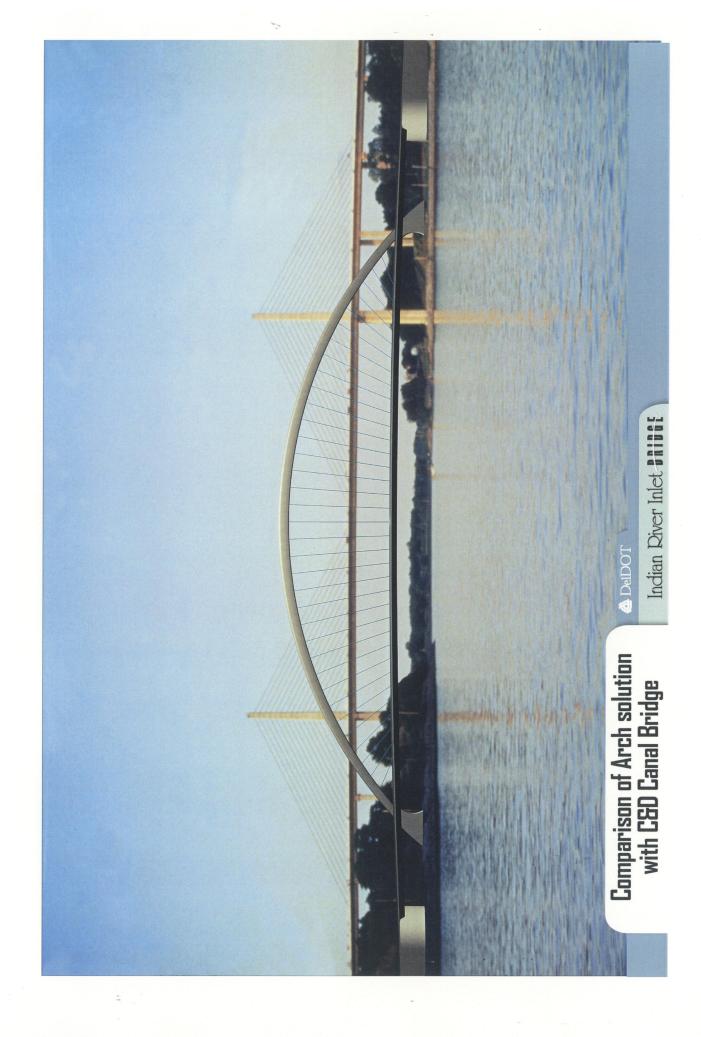


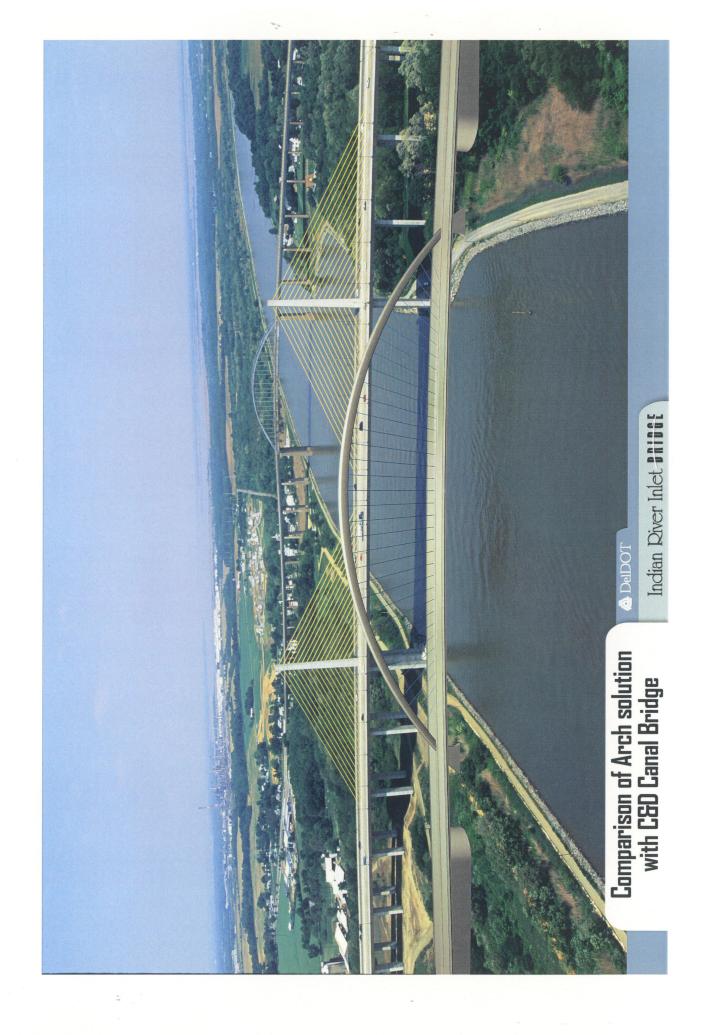
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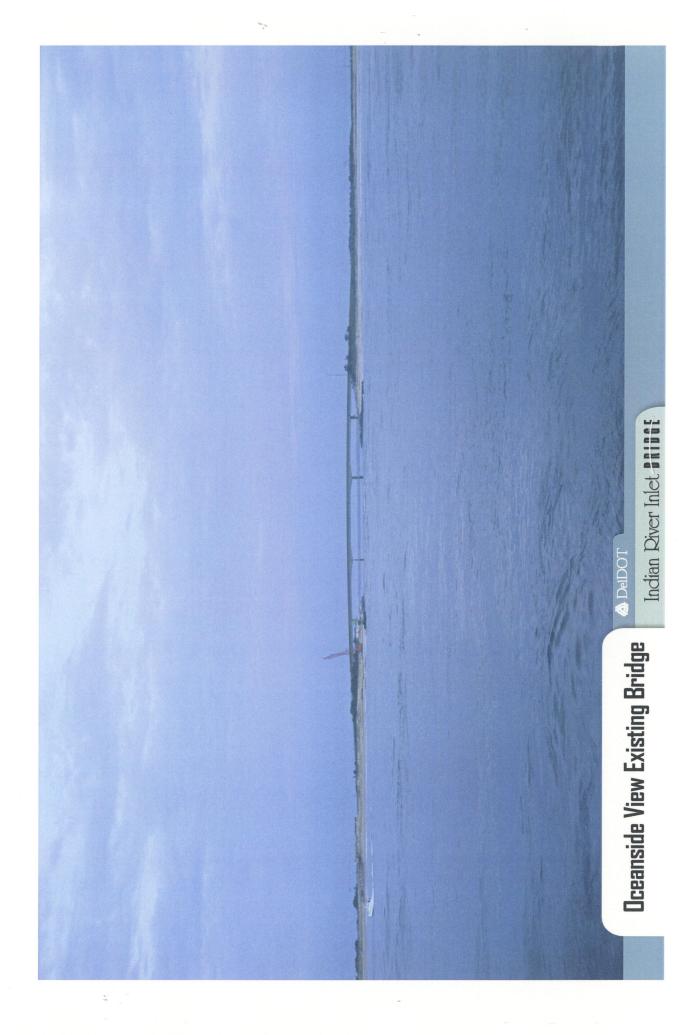


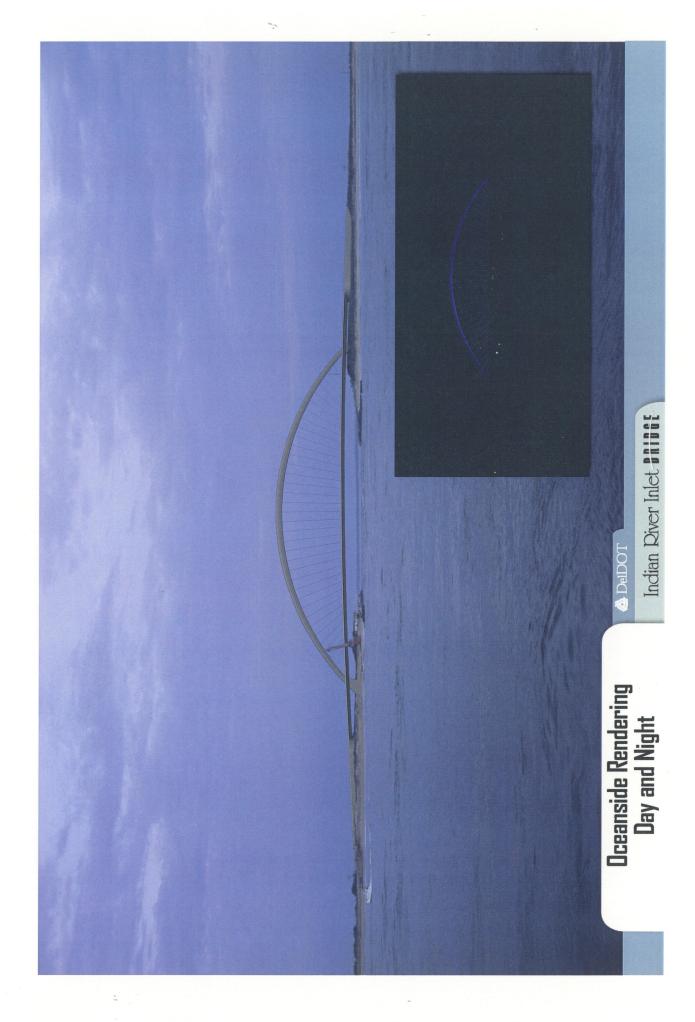
OPTION FIVE

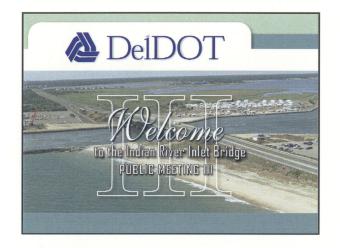


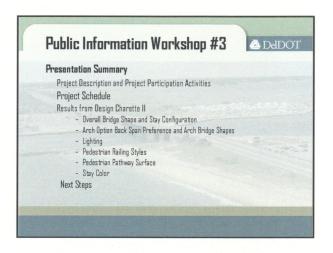


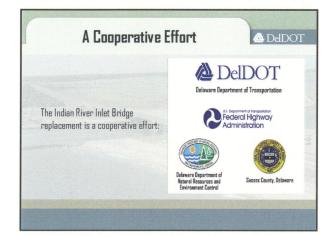


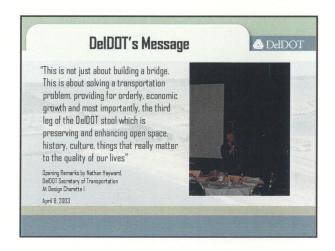


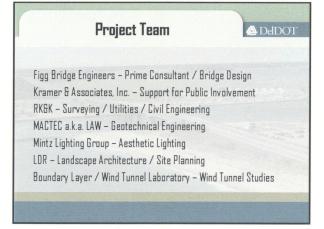


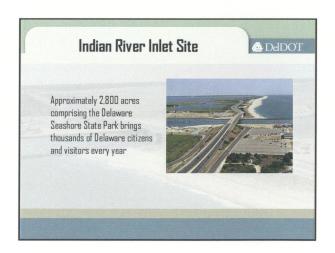


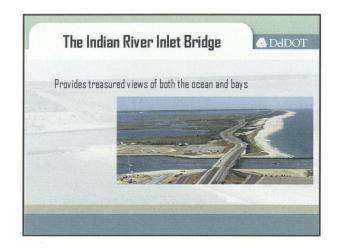


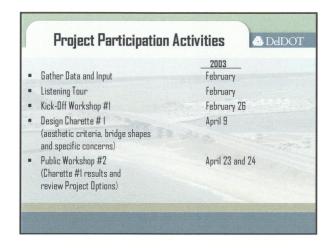








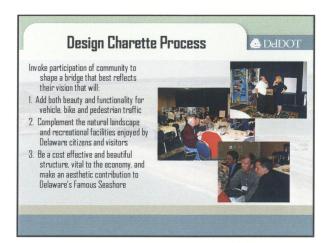


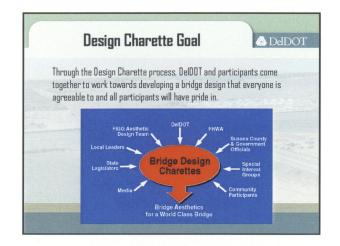


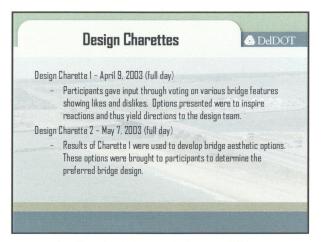




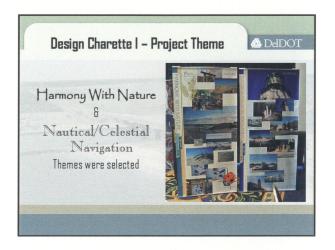


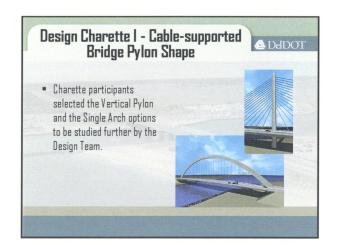


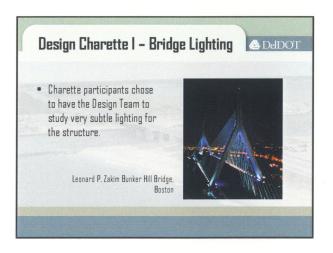


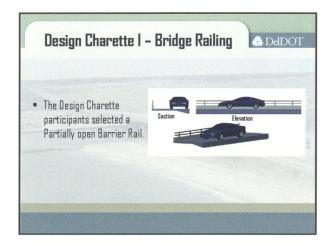


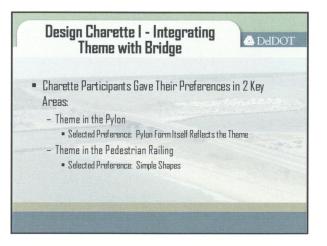


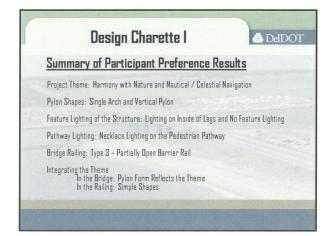


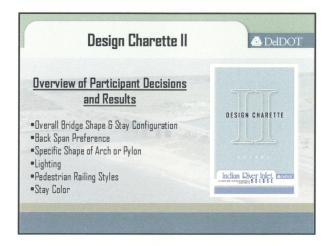


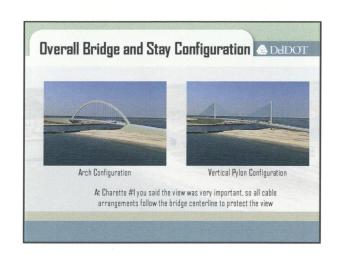


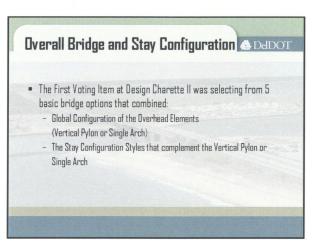




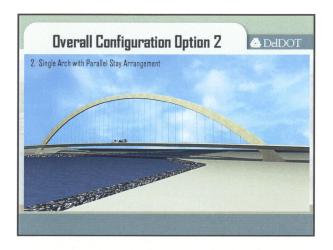


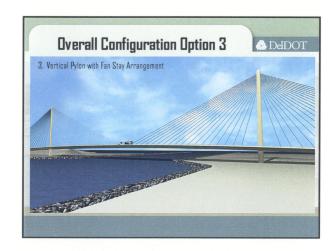




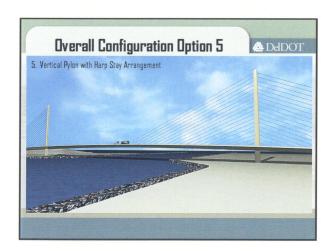


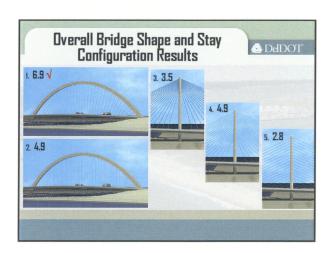


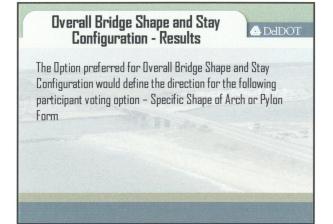


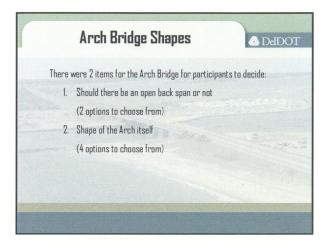


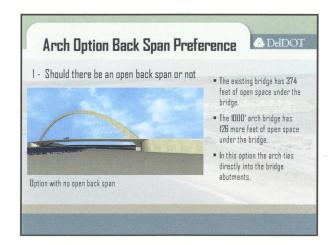


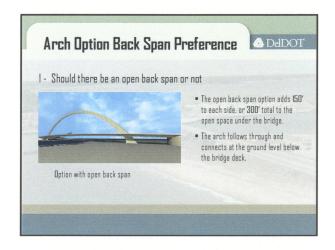


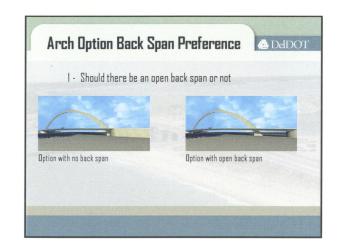


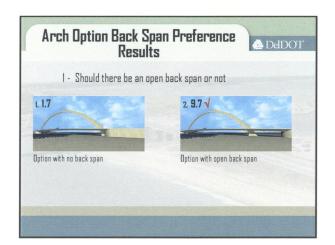


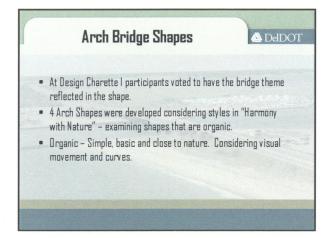


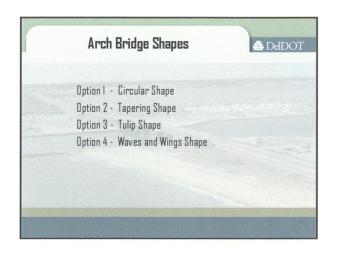


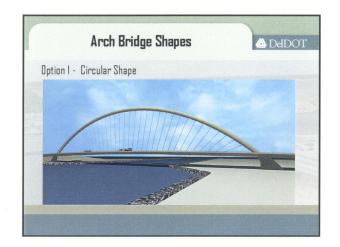


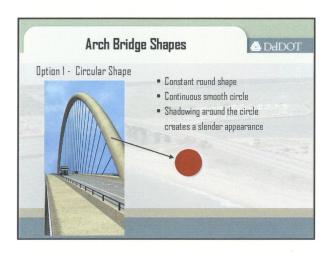


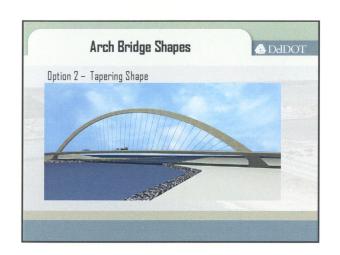


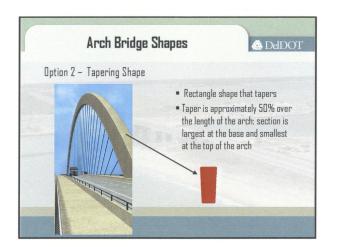


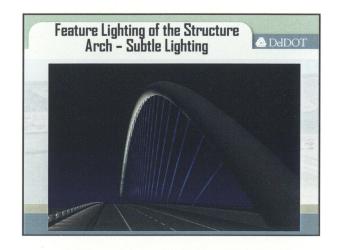


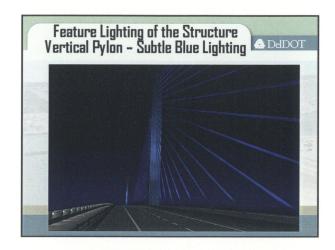


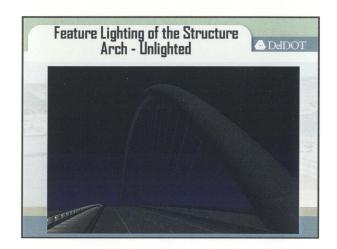




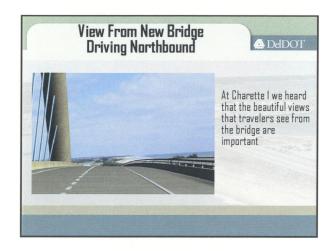


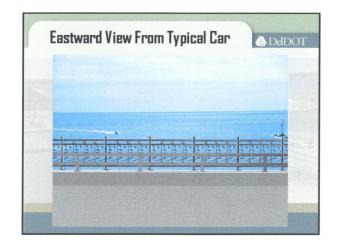


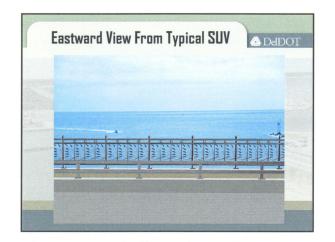


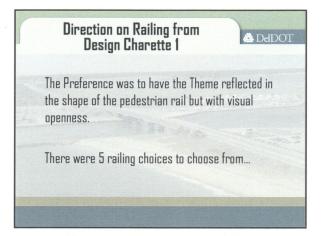


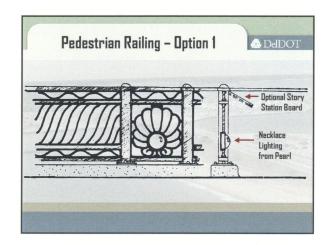


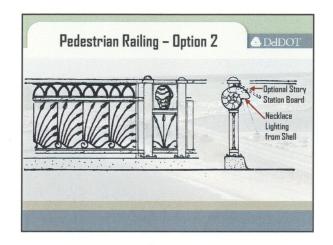


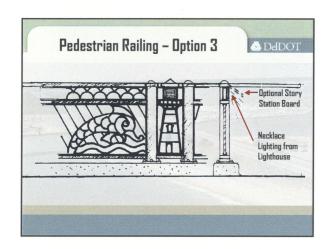


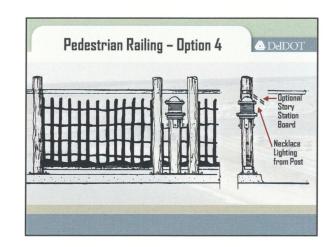


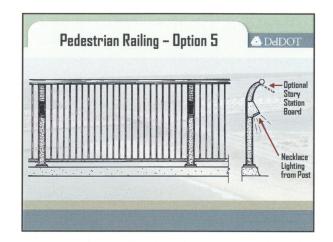




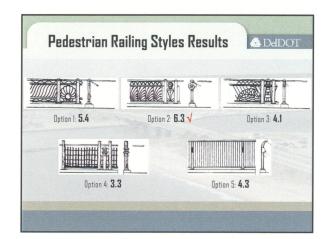


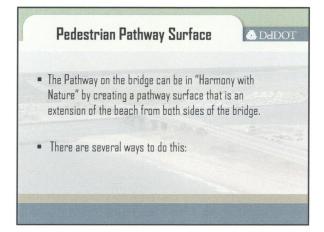


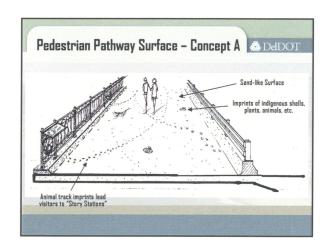


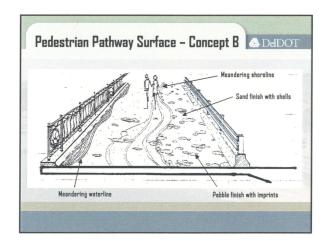




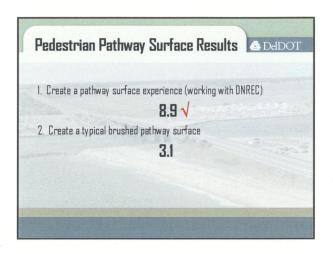




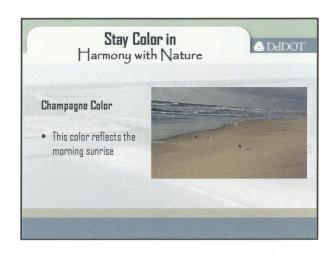


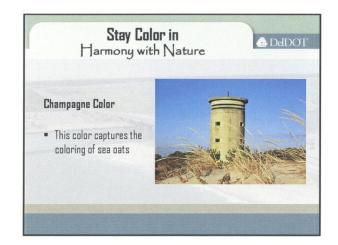


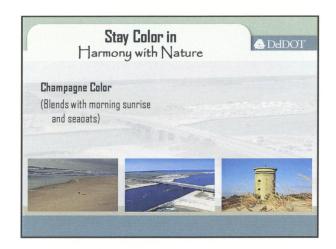


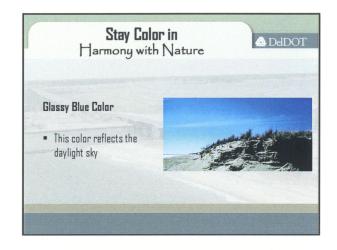


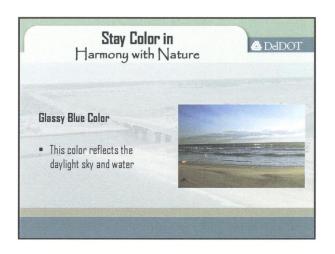


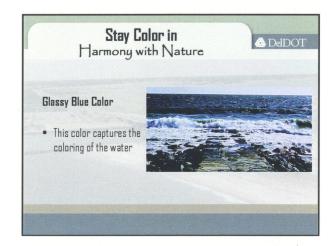


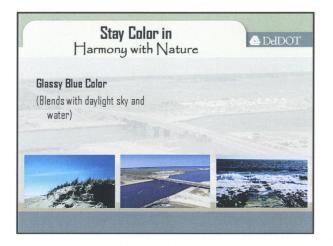


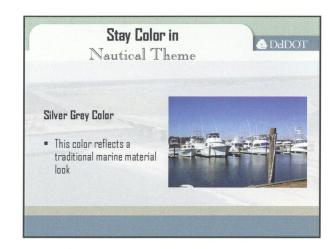




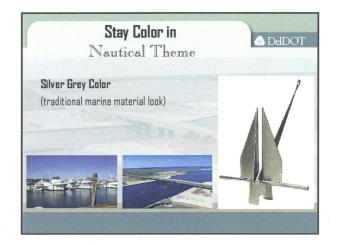






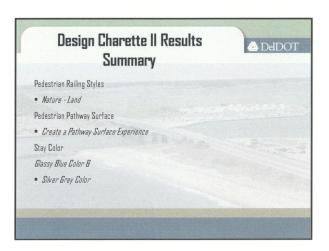


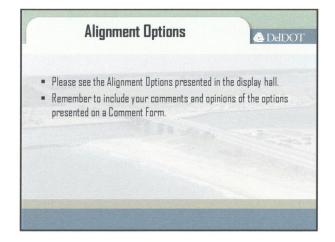


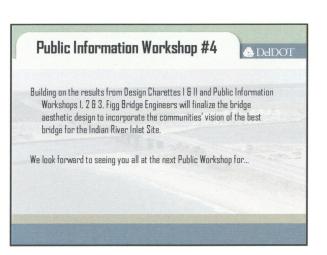












Public Information Workshop #4

♠ DelDO*

the Final unveiling of:

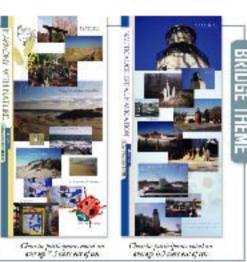
The Indian River Inlet Bridge design

YOUR World - Class Bridge

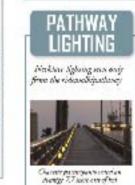
July (Date and Location to be determined.)











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INTEGRATING THEME

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INDIAN RIVER INLET BRIDGE FACTS

Location and Roadway Cross Section

- The location of the replacement bridge will be to the west of the existing
- Two 12' wide vehicular travel lanes in each direction (north bound and
- One 10' wide shoulder in each direction outside the vehicular traffic lanes and one 4' wide shoulder in each direction adjacent to the inside
- -12' wide sidewalk / bike path on the northbound (ocean) side

Bridge Description and Proposed Vertical Clearance

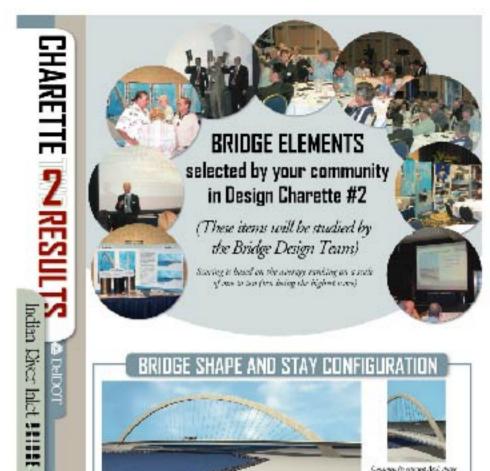
- Single Concrete Arch with Single Plane of Cable-stays.*
- -Main span length of 1,000 ft with open back spans of 150 ft each *
 Height of Arch approximately 220 ft pending final vertical clearance decision by DelDOT
- Cable Stay Arrangement radial pattern, single plane along the longitudinal centerline of the bridge *
- Tulip-shaped Arch (in tegrating theme into bridge shape) *
- -Bristing Bridge: Vertical navigational deamnce of 35 ft and a horizontal navigational cleanance of 100 ft
- -Replacement Bridge: Minimum vertical nasigational clearance of 45 ft. and aborizontal dearance of 200 ft (pending final vertical clearance decision by DelDOT)

What are some of the bridge features planned?

- The 12' width of the bridge pedestrian pathway will accommodate both recreational cyclists and pedestrians. Design of the pathway will be ADA compliant
- Pathway necklace lighting will be provided *
- -Bridge railing (traffic barrier) will be partially open (concrete parapet combined with metal miling) *
- -Decorative pedestrian railing reflective of Bridge Theme *
- -Pedestrian pathway surface will create an experience (surface texture of concrete will be finished in a way to bok like a sandy beach path) *
- -Subtle blue lighting will be featured on the interior surface of the arch *
- -Stay Colorwill be glassy blue or silver grey *
 -Bridge abutments and approach retaining wall colors and textures will complement the bridge theme
- * Indicates b ridge aesthetics defined by surrounding communities through the Design Charette process

What is going to happen next? Project Schedule

- Public Involvement: Public Information Workshop #4 (July, 2003)
- Environmental Documents and Permit Approvals (June 2003 May
- Final Design / Construction Documents (September 2003 May 2004)
 Contract Bid Phase and Award (May 2004 September 2004)
- Construction (September 2004 September 2006)

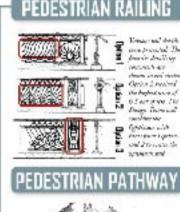












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7. COMMENTS 5/28





Public Workshop

Wednesday, May 28, 2003 4:00 PM to 7:00 PM

> Rehoboth Convention Center 229 Rehoboth Avenue Rehoboth Beach

Comments

1. Regarding the replacement bridge and information presented, what do you like?		
2. Regarding the replacement bridge and information presented, what do you dislike?		
Your comments and opinions are very important. All information provided on this form will be carefully reviewed by DelDOT. Under state law, this survey form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.		
Please add my / our name(s) to the Project Mailing List.		
☐ Please delete my / our name(s) from the Project Mailing List.		
Optional: Please provide your information:		
Name:		
Organization:		
Address:		
NOTE: This questionnaire continues on the reverse side of this page. Thank you for your input.		

3.	What do you feel is the single most important aspect for us to consider as we design this replacement bridge?
4.	Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today?
5.	Have you found the presentation of information at this workshop (Check one): Effective Neutral Ineffective
6.	Do you have any suggestions to make these public workshops or other public outreach activities for this project more beneficial to you and/or your neighbors?

Public Information Workshop #3

Wednesday, May 28, 2003 COMMENTS

1. Regarding the replacement bridge and information presented, what do you like?

- Excellent presentation. Great that the community is involved at this stage of design.
- Nice to look at!
- Overall heading in correct direction.
- I prefer Arch Option 2. For railing, Option 1. For stay color, Silver gray.
- I like the arch shape very much.
- Design selected arch radial. Subtle lighting blue. Definitely a back span. All good choices.
- Replacing an unsafe bridge.
- Very informative and professional presentation. Designers appear to be taking many important local concerns into consideration.
- I like the design, like champagne as color, which I guess is not a choice. Others seem flashy & will stand out in daylight. I like walkway & lighting.
- I preferred the pylon shape style so the rest is moot. Go with Blue for the stays & Option 4 for the railing.
- Mostly agree, very nice job so far.
- I liked the public input on the project leading to the theme and details.
- Nearly all of the design. For exceptions, see below.
- Looks good!
- I like the arch. I prefer blue lighting. I like necklace lighting from shell for pedestrian railing. I prefer single point access with partial signals or, if feasible, U-road access with no signals.
- The design without stoplights!! Higher with better bike & pedestrian experience.
- Arch radial.
- U-access to road. No lights. Arch bridge blue lighting.
- Well prepared. Good visuals & posters. Like arch bridges fanning out cables, blue lighting, tulip shaped.
- Careful planning. Community involvement.
- Addition of bicycle/pedestrian path. Clean, unobstructed lines. Low lighting preferred.
- Everything excellent aesthetics, lighting, etc.
- I like everything but signal lights.

Public Information Workshop #3

Wednesday, May 28, 2003 COMMENTS

2. Regarding the replacement bridge and information presented, what do you dislike?

- As a fisherman, I would like to see some of the old pilings remain in other words, don't take them away all the way! Thank you.
- No or limited traffic signals and they must be turned off in winter.
- I dislike having to use any traffic signals but I understand the good reasons for partial signals.
- I agree with participants I did not like any of the proposed railings.
- I do not like the idea of a traffic light for obvious reasons and I think no wetlands should be disturbed for any reason.
- I missed the design charettes. I would have preferred a vertical design. However, the proposed arch design looks good.
- Not filling up landfill with old bridge material. Taking away the wetlands for access roads. Like partial signal with long acceleration signal do not like full signal, no need to SR1 to be stopped.
- Traffic lights Traffic will back up all the way to Dewey. Tell the Bethany people to take 113 and get their own road to the beach upgrade Route 26.
- Don't make the pedestrian walkway too busy! Maybe consider colored concrete surface. Will the open rail design be as effective/safe as a Jersey barrier type? Prefer placing existing elec. high voltage lines in/under new bridge roadway or underground!!
- Color, unless it is blue. Champagne was best, but it was not selected. Silver gray is too "invisible". Textural walkway surface this is too much like a child's environmental education center floor. To some degree, it may be difficult to walk on.
- Please add an area for cars to stop & watch surfers on the north side.
- I dislike pedestrian railing options 2-3-4-5.
- Options with stoplights. No through route for bikers separated from traffic. Height for sailboats at high tide. Possible tidal effects of removing existing piling.
- Tulip shape prefer rectangular cross section with a motto on the sides. I am concerned that some options would increase the cost of the bridge costs were not discussed.
- 1) Railings too fussy prefer plain see-thru railings. One wants to see the sea or bay, not the railings. 2) I like the fanning out cables rather than regularly spaced ones.
- The bridge length seems excessive. Lighting the cables adds an unnatural look. Proposals for detailed railing seem silly.
- Do <u>not</u> want traffic lights!
- Traffic lights must keep traffic flowing N & S & safe access without lights. Do acceleration & deceleration without lights. Don't use "homeland security" as reason for no road under bridge a vehicle can be driven there easily with or without a road.
- I like everything but signal lights. Today, May 28, it's the first time I heard about the possibility of signal lights I think it's not a good idea because we have mainland speed 55 mph and I don't have a good idea about what to do about slow-moving traffic out of the bath house. I like the option of the two access roads without signals. I think if we introduce signals we will create serious problems like backup with traffic. Particularly in the June-August period when we have some highly interstate drivers on the road.

Public Information Workshop #3

Wednesday, May 28, 2003 COMMENTS

3. What do you feel is the single most important aspect for us to consider as we design this replacement bridge:

- Minimize the impact on appearance of the area.
- Future expansion is a third lane each way possible in the future?
- Please keep delays as short as possible without impeding progress of construction.
- The safe ingress and egress to the marina, campgrounds and day use area. An access road is vital! (although it may cost some wetlands)
- Provide for adequate ongoing maintenance that keeps the bridge looking and functioning like new for all of its life. This means keeping the roadways and walkways clean and keeping all the lights in good working order!
- Yes Please NO Traffic Signals (that is the ultimate insult to the environment not to mention a traffic flow nightmare)
- Using the smallest footprint possible.
- The view.
- Like everything, so far. But keep the lighting subtle.
- The bridge should enhance the beauty of the area.
- It should look nice.
- Keeping the traffic moving as safe as possible.
- Traffic flow and aesthetics.
- Road access to parking should not slow traffic.
- Minimize visual impact of bridge on beautiful setting day & night.
- Pedestrian/bicycle traffic.
- Traffic flow N & S. Off & on ramps.

Public Information Workshop #3

Wednesday, May 28, 2003 COMMENTS

4. Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today?

- Prefer partial signal option north & south. Minimize wetland impact.
- Future expansion is a third lane each way possible in the future?
- Single point access with partial signal or both north and south sides of the bridge appear to be the best options.
- If signals must be used for either northbound or southbound accesses or both, PLEASE do NOT make them full signals that stop traffic on the highway. This would be a major change to the Route One drive north and south and would be entirely too disruptive. NO Signals for Highway Traffic!!
- Yes, on the front.
- No lights.
- Yes, prefer south park access U-roads concept. Prefer north park access, single point access with partial signal.
- Signalization is a good idea. Safety is paramount!
- Fewer lights & crossovers the better. Better "thru" bike access!
- No lights.
- U-access to road.
- Limited stop lights seem best way to go keeping outer lanes of traffic flowing.
- Include provision for safe biking on downhills where speed increases and cars might cut in front of bikes.
- Prefer no lights. Prefer well lit areas under bridges.

Public Information Workshop #3

Wednesday, May 28, 2003 <u>COMMENTS</u>

- 5. Have you found the presentation of information at this workshop (Choices: Effective / Neutral / Ineffective)
 - 18- Effective 1- (Very) Effective 0- Neutral 0- Ineffective
- 6. Do you have any suggestions to make these public workshops or other public outreach activities for this project more beneficial to you and/or your neighbors?
 - Keep up the good work.
 - Very well done & well staffed. Information very understandable. Thank you.
 - The charette process appears to have worked well.
 - More information sooner. More information about the <u>process</u> of public participation sooner.
 - I can't imagine how you could have done this better unless you give out snacks at each gathering!
 - Could not find time & place in News Journal. Difficult to find time & place on Deldot.com.
 - Voting by small groups is not effective.
 - Lots of public access during project.

8. COMMENTS 5/29





Public Workshop

Thursday, May 29, 2003 4:00 PM to 7:00 PM

Village at Bear Trap Dunes Clubhouse Village Green Ocean View

Comments

1. Regarding the replacement bridge and information presented, what do you like?		
2. Regarding the replacement bridge and information presented, what do you dislike?		
Your comments and opinions are very important. All information provided on this form will be carefully reviewed by DelDOT. Under state law, this survey form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.		
Please add my / our name(s) to the Project Mailing List.		
Please delete my / our name(s) from the Project Mailing List.		
Optional: Please provide your information:		
Name:		
Organization:		
Address:		
NOTE: This questionnaire continues on the reverse side of this page. Thank you for your input.		

3.	What do you feel is the single most important aspect for us to consider as we design this replacement bridge?
4.	Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today?
5.	Have you found the presentation of information at this workshop (Check one): Effective Neutral Ineffective
6.	Do you have any suggestions to make these public workshops or other public outreach activities for this project more beneficial to you and/or your neighbors?

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

1. Regarding the replacement bridge and information presented, what do you like?

- I like the pylon type.
- Single point access with full signals is no good. Keep traffic moving. Maybe partial signal or keep it without signals.
- The fact that the bridge is getting replaced. Pedestrian access. Color. Lighting.
- I like the thoughts with all bikers, pedestrians, boaters, etc. and the care given to public opinion.
- All aspects of the bridge presented today sound very good.
- Looks good.
- So far I agree with everything and I really like the lighting.
- We are in agreement with choices made thus far.
- All of info.
- Liked the arch design, subtle lighting & pedestrian path.
- Very informative well presented. I like everything except the access options.
- The design that was chosen we think it is a good choice.
- My 1st choice would be #2 Pylon. If not a pylon, then my choice would be Arch #2. I feel that all efforts to avoid traffic light (should) be taken they cause backups & rear-end accidents.
- It looks good! I like blue lighting; design is pleasing.
- Cable stay would prefer vertical pylons more invisible. Open back span. Blue lights. Would prefer bridge color to be blue (less visible than silver). Like wide roadway & shoulders. Very much prefer single pylon harp or semi-fan design.
- Pylon bridge option #2, open & clear view of ocean.
- Excellent design. More than adequate facilities for bikers & pedestrians.
- Very good choice. I like plain rails, put \$ in some other phase of bridge.
- I prefer the pylon cable-stayed bridge looks more modern (good for a bridge meant to last 50 or more years) and other pylon bridges across the world have lasted well. I'd prefer sidewalks on both sides both are scenic & beautiful! For all the elements, work for simplicity and suggestion rather than specifics, i.e., shells or oat grass.
- Well done. Good design vs. theme. Great job with public involvement.
- I really like the idea of making the walkway educational & having a nature themed walkway.
- General design, plans look good.
- Very nice approach to the replacement.
- I like everything that was presented on the new bridge.
- I would like a brochure mailed to me. Thank you.
- Just about everything.
- All choices are great.
- All the overkill!
- Everything looks great.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

1. Regarding the replacement bridge and information presented, what do you like? (continued)

- Being able to compare old bridge to the new one.
- The second design choice.
- Lighting, paths. Concern for community input.
- The ideas were great.
- I like the arch concept (Tulip). I think the south access concept with no signals is ideal. I realize wetlands are involved but the north and south traffic will be affected with partial and full traffic lights.
- Glassy Blue Stays = 10 I haven't previously voted on this. Open Back Span = 10. 10 = Lighthouse railing with lighting from the lighthouse's beacon. Radial Stays. Leave out the optional station boards.
- The arch design is pleasing close & at a distance without being overwhelming. Matching color to sand is very appealing. Also the ability of taller sailboats to pass through.
- Almost all of it with comments on #2.
- The arch design low lighting & ease for walking and bicycling.
- Back span. Subtle blue & necklace lighting. Separate walkway for pedestrians & some cyclists incorporating a nature theme (but don't overdo).
- Regarding park access, minimize the number of stoplights. So I prefer U-road to the south side & partial light with thru traffic north on the north side. Go with the metallic silver for the cable color.
- Love it. Blue light will be great. Terrific presentation.
- I do like the designs selected at the Charettes. Colors <u>Sand</u> or other natural color for the arch, <u>Blue</u> for the stays. Keep the railing a <u>simple</u> design.
- Prefer "single point access with partial signal". Excellent, informative presentation.
- Bridge presentation is great.
- The pedestrian/bike walk.
- The fact that this project is on a fast track and does not (yet) appear that it will be "studied to death".
- Rail and pedestrian walkway should replicate boardwalk but prefer plank-like texture on floor.
- Arch style, night lighting, improvement of area for campers and day trippers to beach.
- Both bridges are attractive . . . I am perplexed about the dollars spent on the community input & presentation the bridge needs replaced & style already decided! Railing Option 1, Color Glassy blue. Everything looks good.
- Arch design, subtle lighting. Using U-turn access roads not stopping flow of traffic.
- Access to the parks should use the least light that needs to be used.
- 1) The chosen design 2) Cost effectiveness As a "new" 2-year resident of Delaware, I am very impressed with the public & professional participation and that consensus looks great.
- All choices that have been picked are good. Make right turns off of main roadway southbound. Use left turn lane for northbound.
- I like it all!

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

2. Regarding the replacement bridge and information presented, what do you dislike?

- NO traffic lights!
- Nothing.
- The silver color. Keep lights blue & painted blue.
- Nothing!
- You need more time for questions & answers at the presentation.
- 12-foot sidewalk on ocean side we think 6 feet on each side would be better. That way, people could stand and watch boats on the bay side and traffic going north would still be able to see ocean as they cross the bridge.
- Railing #1 if it is toned down a bit.
- As a cyclist, I don't like stop light idea.
- Dislike radial designs too visible, too much impact on view.
- The arch has a heavy look.
- OLD BRIDGE! 1) Load the old bridge on a barge and use it for an offshore reef. 2) Cut the piers off at least 15-20 ft. below water.
- I am not sold on the single arch bridge. Frankly, it looks dumpy when compared to the "sails" of a pylon bridge. I dislike having only <u>one</u> side to look at. As for those who may not want sidewalks or bikeways, they are being short-sighted. If the sidewalk is there, it will be <u>used</u>. Primary concern: SAFETY for all users!
- Stoplights on both sides of the bridge, stopping both north & southbound traffic (haven't you learned from the mess at the outlets? Get the permits, create service roads don't stop the flow of traffic!!)
- The park access is important but should not control.
- Please do not add/install a traffic control light.
- The possibility of adding traffic lights.
- I don't think there should be any traffic lights, and I also read there was talk for a toll booth I don't think there should be any.
- I would have preferred to have a ball-park idea of the cost.
- Probably the access and excess areas and the traffic lights.
- Only the silver gray color I prefer blue.
- Do not like the idea of traffic lights. I do not think we need the design of the foot passenger/bike that was proposed it will eventually show wear and grime & etc. Tourists do not care.
- The arch.
- Arch prefer the pylons like St. George bridge in Wilmington, DE.
- I like the simple railing. I am not interested in ornate, nautical or otherwise.
- Access road traffic lights.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

2. Regarding the replacement bridge and information presented, what do you dislike? (continued)

- The traffic flow is confusing.
- Pedestrian walkway railings should be plain, simple structural elements, not decorations as planned. All proposed options are too ornate and out of character with the rest of the bridge. "Less is more form follows function". Don't try to make the railings something they are not. Should be plain, simple and unobtrusive.
- Do not like a traffic light to stop traffic flow. In summer, traffic backup will occur. I can picture the anger of drivers with backups on a new structure. Traffic in this area continues to increase yearly. Note Rt. 1 in Rehoboth.
- Please allow a pass-through under the bridge for traffic. Any open pass-through should not be a problem for officials and concerned citizens to be watchful of terrorist activities.
- Pedestrian railing designs too busy!! Design in pedestrian pathway too busy!! Not totally sold on the Arch design. Just a thought: Thinking 2 pylons in the shape of totem poles (Indian River Inlet) with heads of Indians and nature carvings around the balance of the poles would be a real attraction & a destination point for many travelers. Accent with simple railings & historic info on the pathways & you've really got something!
- Pretty much happy with ideas for new bridge. Changes to old campground.
- The view obstruction.
- Need to avoid traffic lights on highway at either end of bridge.
- Tower style most unobstructive blends and is cheaper. Arch is a first and will present unexpected problems in construction and maintenance.
- Please!! No Traffic Lights!! Work it out.
- We sure could use public transportation in Ocean View, Millville, Clarksville 3 months a year.
- Full traffic lights on both sides of bridge! Create access roads, U-turn design works great now.
- Nothing decided to this point. I do not want lights for access to park on the south. Go under bridge on the north (less turn traffic?) Cross as is done now.
- NO traffic lights. Walking paths should be simple so it is cheaper to maintain.
- NO full or partial signal light by or near bridge. NO toll.
- Roadway 50A has flooding problem in northeast storms. The Roadway 50A should be raised. The flooding occurs from bayside of marsh during N.E. storms and S.E. storms. 50A sometimes has slight flooding during full moon.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

3. What do you feel is the single most important aspect for us to consider as we design this replacement bridge:

- Disrupted traffic patterns for year round residents & school buses.
- To keep other (old) open until its finished. Create a pathway surface with glossy blue color.
- Functional aspect (i.e., traffic flow, pedestrian traffic)
- Safety.
- Boat, fishing, beach accessibility.
- To create a beautiful gateway.
- You already did it seeing out over the beach & ocean.
- Aesthetics.
- The appearance.
- Safety.
- Traffic lights on a highway that is posted at 55 m.p.h. Ha! Ha! Traffic lights are <u>not practical</u> for highway. Use a tunnel to go under the southbound lanes or think this out some more.
- Safety for all users.
- Traffic flow.
- Safety.
- The single most important aspect to consider in designing the new bridge is its beauty and ability to enhance both north and south views. The second aspect is to remember that we don't build bridges very often. Do not be "penny-wise and pound-foolish". Generations from now, please God, others will use the bridge and thank you for providing peace and tranquility.
- Don't change the view.
- Keeping the view.
- Ease of traffic flow; no bottlenecks.
- The view it is always best at the top.
- Safety and the environment.
- Safety.
- The cost, the look and the easy on & off for the beach park. Please consider the locals for traffic pattern for summer hard as it is now.
- Access to the Seashore State Park.
- To keep it simple yet follow theme selected.
- The most "important" aspect is flooding on road 50A this road that runs through the campground to So. Shore Marina is "horrible". Road 50A is underwater during high tides and storms. Something must be done.
- Safety. Keep north and south traffic moving.
- That it will last for a long period of time & not affect beach erosion.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

3. What do you feel is the single most important aspect for us to consider as we design this replacement bridge? (continued)

- 1) Aesthetics 2) Cost NO TOLL!!
- Bridge lighting at night, fog, no moon. Put lane reflectors (like in Florida).
- Longevity of the structure. There have been too many inlet bridges.
- Good taste. (P.S. We look at the bridge from home 24 hours a day . . .)
- Please do not change campground on south side (old camp).
- Views coming over the bridge North & South.
- Minimal traffic disruption. Maintain access to Haven Rd. boat launch area, minimize disruption of marine traffic.
- Cost & maintenance.
- No more erosion, a gateway to the "Quiet Resorts".
- Don't stop the flow of traffic. Don't charge a toll.
- Cost.
- Be practical and beautiful.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

4. Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today?

- Concerned about the addition of traffic lights.
- Open back span. Taper shape. I like waves & wings shape like first 1. Blue lighting but how about the fog? Need light that can be seen in the fog. Option 3 lighting railing.
- No traffic light on south side. Single-lane light on north side.
- South side U roads access. North side single point (light) access. Nothing should inhibit smooth traffic flow as few traffic lights as possible.
- Please NO traffic lights.
- Use the light so you stay off the dunes (the one light).
- Keep traffic signals to a minimum!
- Use a tunnel to go under the southbound lanes or think this out some more.
- Stopping traffic with a full light on the north side will stop and back up traffic to Bethany Beach in the summer.
- It needs to be looked at a little better. No suggestions.
- Please NO traffic lights I can picture traffic backed up to Dewey Beach on weekends.
- Try to avoid traffic lights. Prefer U roads access concept if possible.
- If at all possible, avoid stoplights, even if you have to take another 12 feet on each side and both ends to allow for a safe crossing or a safe entry. Left turns might be handled as they are on Route 1 "up and down" with wider turn lanes and partial use of stoplights.
- The traffic lights on Rt.1. Probably can't avoid it, but access lights need to be timed and long duration for main roadway.
- Please no traffic lights!
- If we can possibly avoid a traffic signal (with reasonable safety), it would certainly be good.
- Single lane traffic is good.
- My preference would be: North Park Access / Single Point Access / with <u>Partial</u> Signal / NO Lights in South Side.
- My preference is North Park Access should be single point access with partial signal. South Park Access should be U-roads access concept.
- Keep like it's now! No stop lights!
- I think the south end should stay as is & the north end should have the through lane with the turn lane & light.
- Would prefer the way it presently is, otherwise I'd choose Option 1. 1) South end leave as is.
 - 2) North partial signal.
- Yes due to the fact that I live at So. Shore Marina, please do not use the traffic light idea.
- Please do not put a traffic light to enter south side.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

4. Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today? (continued)

- I prefer U shaped, no lights concept with the long merge lanes. It is safer for all and wetlands on that side certainly should not be compromised.
- NO traffic lights.
- No traffic lights on south side. Single point access with partial signal on north side.
- Do not put a traffic light to stop traffic flow.
- Keep it similar to present day. Lights always have a tendency to back up traffic.
- South entrance Using the design similar to the current "underbridge" design. North entrance Partial light design, no need to stop traffic in both directions.
- North side partial signal. South side U-roads if there is enough room, otherwise a partial signal. Full signals would backup traffic too much.
- Too complicated.
- Should avoid additional traffic lights on Rt. 1 on either end of bridge, and maintain safety for the bicyclists that cross the bridge in droves in the summer.
- Keep it simple no lights please!
- Dislike full traffic lights on both sides of bridge! Create access roads, U-turn design works great now.
- No lights. Design "safe" terror-proof passage under bridge from both directions on the south side. On the north side for traffic coming from the south, have left turn lane and no light (I assume turning traffic is lighter on the north side) or build an overpass.
- Make all right turns off of main roadway southbound. Use left turn lane for northbound. Keep access roads the same as they are now.
- Leave south as is.
- No full red light.

Public Information Workshop #3

Thursday, May 29, 2003 COMMENTS

- 5. Have you found the presentation of information at this workshop (Choices: Effective / Neutral / Ineffective)
 - 46 Effective 1 -(Very) Effective 2 Neutral 0- Ineffective
- 6. Do you have any suggestions to make these public workshops or other public outreach activities for this project more beneficial to you and/or your neighbors?
 - Continue with the good PR & postings to find the meetings.
 - Give more time for questions.
 - You deserve an A+ for what you have accomplished to date.
 - Advertise in WAVE & Beachcomber on radio.
 - You've done a great job educating us.
 - Wish I did! I've overheard some who <u>still</u> don't understand why a new bridge is needed SOON and why walkers and cyclists would need any consideration. Please think forty or fifty years out, when most of us will no longer be here. A bridge will be our legacy.
 - Good job. Keep the public involved.
 - No. DelDOT does this well.
 - Put me on your mail list.
 - Keep advertising in local papers (WAVE) as well as News Journal.
 - This presentation was first class. Also keeping people informed through newspapers for people that can't be here.
 - 5-8 p.m. instead of 4-7 p.m.
 - No Great job so far!!
 - Seems like everyone is doing a great job.
 - Public workshops are a great idea.
 - Surprised that so much public input is being encouraged very refreshing.
 - May have a permanent display in area (Park) to show design concept & construction details.
 - You've done a fine job in involving the community and those of us who would use the bridge everyday.
 - Great process keep it up. It will be a great efficient bridge.
 - The workshop is well presented.